

# Frequently Asked Questions (FAQs)

Inverloch Dune Reconstruction and Beach Nourishment Works  
Community Information Session, Part 2 issued 3 March 2026

This document is Part 2 of the FAQs developed following our community information session held on 29 January 2026.

You can access [Part 1 here](#) or by visiting our website at [marineandcoasts.vic.gov.au/coastal-programs/cape-to-cape-resilience-project](https://marineandcoasts.vic.gov.au/coastal-programs/cape-to-cape-resilience-project)

**1. Can you confirm the working hours/days and likely noise impacts? Will work happen on weekends?**

Working hours will be from 6:00am to 6:00pm, with vessel noise likely between 6:30am and 5:30pm.

Works have been planned to allow for 24/7 operations if required; however, most activities are expected to occur during daytime hours, between 6:00am and 6:00pm, Monday to Sunday.

Noise levels are anticipated to be low due to vessels and equipment being fitted with residential-grade mufflers, and as such, disruptions are expected to be minimal.

**2. Will surfers or swimmers be prohibited from using the beach during the works?**

No, surfers and swimmers will not be prohibited from entering the water during the works; however, we advise against surfing or swimming directly in front of the water discharge location.

**3. How much of the beach will be closed at any one time? Will the rest of the surf beach remain accessible during the works?**

The works will be completed in stages, with approximately 50-100 metres closed at any given time. Areas outside the flagged nourishment zone will remain open and safe for public use.

**4. What roads will these significant numbers of trucks be using to take the sand to the surf beach? And what hours will the trucks be operating?**

Trucks will not be used to transport sand to the beach. Sand will instead be pumped directly onto the shoreline via a dredge pipeline.

From time to time, trucks will be required to deliver plant and equipment to site. These deliveries will be staggered to minimise disruption, and as such, it is anticipated that traffic will continue to flow freely without congestion.

The primary roads likely to be used for equipment deliveries include:

- Surf Parade
- The Esplanade
- Treadwells Road
- Inverloch–Venus Bay Road
- Williams Street

- Ramsey Boulevard

Any alternative routes will be determined by the transport operators, taking into account vehicle access requirements and road limitations.

**5. Can boats drive over the dredge pipeline to head offshore?**

Yes, vessels will be able to safely navigate over the dredge pipeline.

Two designated safe crossing points will be established within Andersons Inlet. These will be clearly marked with standard port (red) and starboard (green) navigation markers to guide boat operators.

Mariners are encouraged to proceed with caution and follow all signage in the area.

**6. Will the large vessels used for pumping sand, be able to cross the sandbar or will you have to dredge a small channel?**

All vessels will be able to safely cross.

**7. What is the diameter of the pipe?**

The High-Density Polyethylene (HDPE) pipe will have an inner diameter of 400-450mm and an outer diameter of 500mm.

**8. Exactly where along the beach will the sand be placed? From where to where?**

Sand will be placed along the shoreline from the bend near Cape Paterson–Inverloch Road at the western end of the site, extending east to Ozone Street.

Further information about the design of the sand renourishment and dune reconstruction works is available in Water Technology’s presentation from the October 2025 community engagement session, which can be accessed via the [Cape to Cape Resilience Project](#) page on the DEECA website.

**9. Does the renourishment start at the west end or east end?**

Nourishment will start at the eastern end and progress west.

**10. How comparable is the project Hall has completed at Bribie Island with the works planned for Inverloch?**

The two projects differ in scale, particularly in terms of sand volumes and vessel size. The Bribie Island works require significantly larger quantities of sand and higher production rates to close multiple tidal breakthroughs.

The overall renourishment approach is similar in principle to Inverloch — pumping sand onto the beach via a cutter suction dredge. Both projects will help to rebuild natural dune systems and provide coastal protection.

**11. Can you please outline the monitoring that will be undertaken by Hall during the works, including possible changes to the channel at the entrance to Anderson Inlet?**

Comprehensive monitoring will occur throughout the dune reconstruction and beach renourishment works to ensure the intended design outcomes are met.

A pre-dredging survey will be undertaken at the borrow area, nourishment area and in the nearshore waters of the nourishment area to establish a baseline condition.

Weekly dredging surveys will be conducted at the borrow area, entrance channels and nourishment area until dredging is complete. These surveys will monitor the rate of dredging, guide the placement volumes within the dunes, and monitor how the channels respond to dredging within the entrance.

Post-dredging surveys will be carried out at both the borrow and nourishment areas following completion of dredging. These surveys will calculate the total volume of material dredged and assess the completed dune construction against the approved design.

**12. How will DEECA monitor the site once the works have been completed?**

Once the works have been completed the site will continue to be monitored as part of the Victorian Coastal Monitoring Program (VCMP) using drone shoreline survey monitoring. Flights will take place every 6-8 weeks, weather dependant.

The VCMP drone surveys capture shoreline data but not bathymetry (depth and topography of the sea floor) within Anderson Inlet (i.e. at the dredge location or the entrance channel). Gippsland Ports undertakes annual bathymetric survey of Anderson Inlet channels and the entrance, so changes will be captured in those surveys. DEECA work closely with Gippsland Ports and will seek any feedback on this that may be of interest.

**13. Do you anticipate improved surfing conditions with all the new sand?**

The sand will largely be stockpiled and contained on the beach to improve dune stability and enhance safety. While some natural movement of sand may occur over time, it is not possible to predict how this may affect local surfing conditions.

**14. Will the Superintendent have any full-time representative on-site?**

While AW Maritime, in their role as Superintendent, won't have a fulltime representative on site, regular site visits will be undertaken. These will typically be weekly to fortnightly depending on the works underway.