

Cape Woolamai Coastal Reserves MASTER PLAN





Cape Woolamai Coastal Reserves Master Plan

July 2016

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Nature Parks has a primary responsibility for conservation of coastal reserves that have considerable natural and cultural values. At the same time, people seek access to many of these reserves for recreational use and other activities. The purpose of the Master Plan is to identify how Nature Parks and other stakeholders can work together to sustainably manage the values and use of the Cape Woolamai Coastal Reserves for future generations.

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Historic aerial photograph of Woolamai Beach shows the original access road to the Woolamai Beach Surf Life Saving Club along the foreshore dunes from Anzacs and early signs of the housing development at Woolamai before reaching the Colonnades and Aussie Track area.

1 | INTRODUCTION



BACKGROUND

The Cape Woolamai Reserves Master Plan (hereafter, the Master Plan) has been prepared in response to the recommendations of two strategic documents commissioned by Nature Parks - the *South and North Coast Key Area Plan 2014*¹ (the KAP) and the *Coastal Processes Study 2014*².

The KAP identified a range of issues and made high-level recommendations to protect conservation values, improve coastal access, upgrade visitor arrival and facilities and to improve safety and functional use of the coast within the context of on-going coastal erosion processes. The KAP also included diagrams of how particular high use sites along the coast might be redeveloped to address significant concerns for site planning.

The Master Plan now drills further into how these high level recommendations play out at specific sites along the eastern coast of Cape Woolamai. In particular, the plan uses site planning and design as tools to resolve issues of people management in a landscape rich with natural and cultural importance. Specifically, the Master Plan delves into how site planning can be best used to resolve the issues of conservation, presentation and transport raised by the KAP.

The Master Plan reporting and site plans are supported by an implementation strategy that states priorities, identifies costs and assigns responsibilities for initiating the tasks. The implementation of the plan is entirely dependent on the successful sourcing of funds to allow works and programs to be initiated.

The Master Plan does not address:

- issues and management of private land;
- concerns, which are being dealt with through other processes including dogs on beaches, town planning or proposals for coastal waters (below high tide) such as artificial reefs;

- requirements for detailed master plans for all sites (the focus being on selected key activity nodes); and/or
- consolidation, negotiation or resolution of land management jurisdiction between the parties to the Master Plan.

The Master Plan is a cooperative funding initiative of the Nature Parks and the Bass Coast Shire Council (BCSC) with the State's Department of Environment, Land, Water and Planning (DELWP) as a key stakeholder in the process. The Master Plan will be used by the Nature Parks and the BCSC to generate public and private stakeholder support for works and as a tool to garner increased funding from outside sources of funding.

Essentially, the Master Plan is a mechanism to support stakeholders, the community, BCSC and the Nature Parks while they work together to sustainably manage the values and use of the Cape Woolamai Coastal Reserves for future generations.

The Master Plan consists of a Background Report with more detailed information and this Summary Report which presents the key findings and recommendations.

PROCESS USED TO PREPARE THE MASTER PLAN

The Master Plan has been prepared under the guidance of Nature Parks and in consultation with the community and significant stakeholders, including the Bass Coast Shire Council (BCSC) and the Department of Environment, Land, Water and Planning (DELWP).

The tasks involved included:

- review of relevant Acts, reports, policies and other information pertaining to the reserves;
- identification of known natural, cultural and community use values;
- examination of existing infrastructure;

- initial round of engagement with stakeholder groups and the wider community;
- extensive fieldwork and site inspections;
- preparation of the draft Master Plan;
- a second round of engagement with stakeholder groups and the wider community to receive feedback on the draft Master Plan;
- revision of the draft Master Plan and implementation strategy;
- presentation of the final Master Plan to the local community, Bass Coast Shire Council and Nature Parks Board.

Community engagement during February 2016 involved:

- running a number of forums for the wider community, land managers, local community groups and environmental groups and Nature Parks staff;
- having a meeting with surf related groups – Phillip Island Boardriders Club, Woolamai Beach Surf Life Saving Club and the National Surfing Reserve Working Group; and
- organising community walks and talks at the Colonnades, Anzacs and Woolamai Beach Surf Life Saving Club.

The draft Master Plan was presented for community review and comment during May 2016 with:

- an exhibition and review of the Plan with an online survey inviting comments;
- meetings with wider community and the surf related groups;
- community walks and talks arranged at the Colonnades and Anzacs; and
- drop-in times at the Woolamai Beach Surf Life

During the review of the Draft Master Plan, there was community concern expressed about aspects of the site concept plan for the Colonnades - Aussie Track area. Nature Parks requested that the consultant team prepare a range of site concept plan options in response to the issues raised.

The consultant team presented these options to a local community forum in mid July 2016 and Nature Parks conducted a survey of community preferences for the options. The draft report was subsequently changed to embrace the local community's preference for access, parking and facilities at the Colonnades.

¹ Inspiring Place 2014 Phillip Island South and North Coast Key Area Plan

² Water Technology 2014 Phillip Island Coastal Processes Study



Woolamai Beach is a popular surfing, surf rod fishing, walking, running and swimming destination on the island. The Woolamai Beach Surf Life Saving Club provides a patrolled beach service.



Community engagement included community forums, meetings with interest groups and organising walks and talks at the Colonnades, Anzacs and Woolamai Beach.



View from the former quarry site on the northern side of Cape Woolamai looking towards Cleland Bight.



View from Anzacs along Woolamai Beach towards Cape Woolamai.

2 | CONTEXT



CAPE WOOLAMAI COASTAL RESERVES

The location and extent of the Cape Woolamai Coastal Reserves (the Reserves) is shown on Map 1. The term 'Reserves' is used as a catchall to cover all of the public land of the coast above high water mark from Veterans Drive south to Cape Woolamai. The study area borders Cleeland Bight on the east but does not include the foreshore reserve managed by the Bass Coast Shire Council (BCSC) north of the Esplanade.

The Cape Woolamai Coastal Reserves contribute strongly to the recognition of Phillip Island as a place with diverse and significant natural and cultural values of outstanding value to the world, the nation, Victoria and the region. These values are described in detail in the *Nature Parks Environment Plan 2012-2017* and were summarised in the KAP for the coasts in particular.

The Reserves host a range of recreational activities including surfing, swimming, fishing, walking, running and bike riding. The length of the beach from the Colonnades through to Woolamai Beach is laced with world-class breaks that are a daily attraction for surfing, with Woolamai Beach hosting numerous surfing competitions through the year. The Woolamai Surf Life Saving Club provides a patrolled swimming area at the front of the Club, hosts competitive surf life saving events and undertakes the training of surf lifesavers.

The beach at Cleeland Bight is more family friendly for swimming and water play. The beach and tracks near the Colonnades are used by local residents for walking with dogs. Beach-based fishing occurs along the length of the southern coast and at Cleeland Bight.

The Cape Woolamai plateau is an attractive location for walking and running offering spectacular views to its rugged coastal scenery

and across the rest of the island and the Gippsland coastline to the east.

The Cape's cliffs are used by experienced rock climbers who are attracted by the atmosphere and spectacular positions of the routes there. As the home to Island's largest shearwater rookery, the plateau is also an appealing location for nature observation.

During summer months, bike riders and pedestrians use Woolamai Beach Road to access Anzacs and Woolamai Beach, despite the risks from high volumes of passing traffic on peak days.

KEY ISSUES

The examination of the values and use of the Reserves and the feedback from stakeholder and community engagement have identified a consistent set of management challenges for Nature Parks and its partners. The challenges are to:

- protect the natural and cultural values of the Reserves in the face of continued and growing use of the area;
- manage the Reserves in the face of dynamic coastal change;
- resolve access, traffic and parking issues at peak times as while addressing safety concerns for pedestrians and cyclists throughout the year; and
- enhance the experience of the Reserves for visitors and locals through the provision of new or improved infrastructure.

These management challenges are discussed in detail within the Background report.

3 | RESPONDING TO THE ISSUES



The draft Master Plan provides direction for the future management of the Reserves with the preparation of site concept plans and recommended actions. Site concept plans have been prepared for the Colonnades - Aussie Track area, the intersection of Woolamai Beach Road and the Cranny, Anzacs, and the surrounds to the Woolamai Beach Surf Life Saving Club at Woolamai Beach.

The Background Report sets out the values, past findings, community engagement views, identified issues, site concept plan and recommended actions. A summary of the site concept plans and recommendations is provided below.

COLONNADES - AUSSIE TRACK

The proposed site plan:

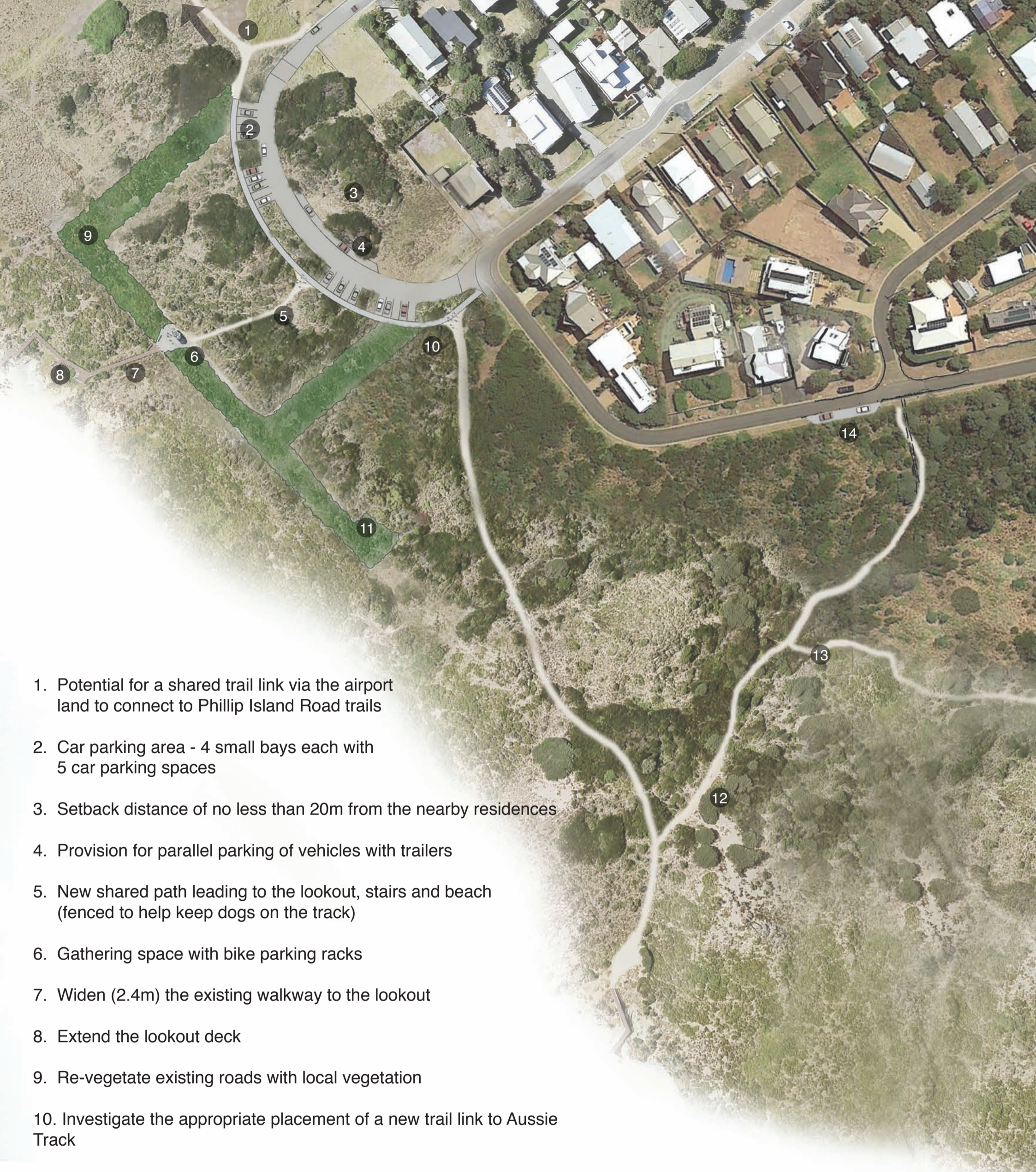
- relocates car parking away from the foreshore within a formalised parking for 20 cars with access from Tampa Road and Lantana Road;
- breaks the car park into four small bays of 5 car parking spaces that are separated by retention of native vegetation;
- provides limited parallel parking for vehicles and trailers;
- lengthens the car parking spaces to cater for surfers loading boards (this is similar to parking spaces at Anzacs);
- provides a buffer of no less than 20m from the nearby houses at the end of Tampa Road and Lantana Road;
- provides for 3 parallel car parking spaces off Beresford Drive near the start of the track leading to Aussie Steps;
- links the car park to the existing beach access via shared fenced pathway with a gathering area on the former roadway where bikes can be parked and information delivered (e.g. safety,

regulations, interpretation of the National Surfing Reserve, protection of nesting sites);

- widens the existing fenced walkway to the stairs and expands the footprint of the lookout deck to better cater for viewing;
- proposes investigation into a new trail link from the proposed car park east to Aussie Steps (~260m) to reduce parking pressure in Beresford Drive and use of the existing track (~230m);
- closes and revegetates unused and previously disturbed areas such as the former roads and car parking locations;
- creates a rain garden at the eastern end of the old road to accommodate stormwater in a positive way; and
- makes provision for a future shared path from the Colonnades west onto the airport land allowing for the eventual connection to existing shared paths aside Phillip Island Road.

The detailed design of the new car park should consider the:

- the use of street design elements to reinforce the very low speed environment to access the car park;
- Nature Parks Design Guidelines (Section D : Roads and Carparks) and the opportunity to use alternative surface materials in the car park;
- application of water sensitive urban design treatments;
- use of spoon drains rather than kerb and gutters to avoid typical suburban car park appearances; and
- placement of bollards to prevent vehicles



1. Potential for a shared trail link via the airport land to connect to Phillip Island Road trails
2. Car parking area - 4 small bays each with 5 car parking spaces
3. Setback distance of no less than 20m from the nearby residences
4. Provision for parallel parking of vehicles with trailers
5. New shared path leading to the lookout, stairs and beach (fenced to help keep dogs on the track)
6. Gathering space with bike parking racks
7. Widen (2.4m) the existing walkway to the lookout
8. Extend the lookout deck
9. Re-vegetate existing roads with local vegetation
10. Investigate the appropriate placement of a new trail link to Aussie Track
11. Rain garden for storm water collection and soakage
12. Retain existing Aussie Track
13. Retain existing track connection to Anzacs
14. Parallel parking (3 spaces) near start to Aussie Track

MAP 5.1

COLONNADES - AUSSIE TRACK

CAPE WOOLAMAI COASTAL RESERVES MASTER PLAN



inspiring place



To advance the concept plan for the Colonnades and Aussie Track the following steps should be taken:

- undertake detailed field investigations to:
 - identify a route for the proposed shared walk between the proposed Colonnades car park and Aussie Track with a view to minimising impacts,
 - assess the potential impacts of widening the existing walkway to the existing steps at the Colonnades and to expanding the lookout,
 - review weed removal requirements and removal of Sallow Wattle and the Invasive Hottentot Fig (*Carpobrotus edulis*);
- prepare detailed designs for the proposed car park;
- consideration be given to surrender the roads proposed for closure and rehabilitation to the Crown for consolidation with adjacent Nature Parks land;
- obtain legislatively required approvals for works; and
- identify and source funds to implement the proposed site concept plan.

THE CRANNY

The proposed site plan:

- shows a roundabout with a 11.5m outside radius that will not cause impact on adjacent shearwater nesting sites;
- indicates how a 3m wide shared path and protective bollards can be provided using the existing road pavement while allowing for two 3 metre wide vehicle travel lanes;
- provides a lay-by for safe pick up and drop off on

the western side of Woolamai Beach Road north of the roundabout;

- indicates safe crossing points for pedestrians and cyclists to access the proposed shared path from the existing one to the north; and
- suggests speed be reduced to the 40 km/hr speed limit by a reduction in the width of the road pavement, road markings and awareness signs highlighting the entry to Cape Woolamai Coastal reserves.

Narrower traffic lanes of 3.0m will free up space to provide the shared path within the existing road reserve. This narrower lane width will reinforce the 40 km/hour posted speed limit and is sufficient to permit the reasonably infrequent tour bus access, particularly considering that many tour buses are not full sized coaches. This is considered to be sufficient width for the frequency of bus access given the low speed environment.

The shared path will make riding a bike possible for less confident riders who do not feel comfortable riding on the road, however more confident riders may elect to continue riding on road, particularly considering the lower speed environment created by narrow travel lanes and possible street design elements such as bollards separating the travel lanes and the shared path. The shared path is proposed to be 3m wide but if required can be reduced to 2.4m and still provide sufficient width to allow two cyclists to pass side by side. Greater width is, however, desirable.

To advance the concept plan for The Cranny the following steps should be taken:

- confirm the acceptability of buses continuing to transit through the adjoining neighbourhood in the event that Woolamai Beach Road were temporarily closed beyond the roundabout;
- prepare a detailed features survey suitable for engineering designs for the roundabout and

shared path to be developed;

- undertake preliminary engineering designs for the roundabout to the standard necessary to confirm that acceptable grades and deflection at the entries to the roundabout can be achieved;
- confirm that the shared path can be created along the road edge as proposed and if not, to determine where are the areas where there may be insufficient width in the road pavement so that further assessment of the situation can occur;
- provided the preliminary designs for the roundabout and shared path are achievable, conduct detailed field investigations to assess potential impacts on shearwater nest sites and potential mitigation measures if required;
- obtain the legislatively required approvals for works in an area of cultural heritage sensitivity;
- undertake further community engagement as planning proceeds; and
- identify and source funds to implement the proposed site concept plan.



View south along Woolamai Beach Road at the intersection with The Cranny

1. Narrow road to 6.6 m on entry to roundabout

2. Lay by and drop off area

4. New roundabout 18 m diameter

3. Bollards to road edge 1.8 m on centre

5. 3m wide shared path with 6 m vehicle travel zone

6. Road to highlight slow speed zone to Shearwater colonies on either side of road

7. Continue shared path to street corner

8. Crossing point with pram ramp

CAPE WOOLAMAI ROAD

THE CRANNY

50

40

MAP 5.2

THE CRANNY

CAPE WOOLAMAI COASTAL RESERVES MASTER PLAN



inspiring place



ANZACS

The proposed site plan:

- shows a new public toilet with two uni-sex all abilities facilities on the northern side of the car park and then demolition of the existing toilet and rehabilitation of the site;
- includes a shared path from the north via the Cranny linking to the car park while retaining the walking track along the old road alignment to link with beach access stairs and the track to Aussie Steps and the Colonnades;
- installing bollards along the shared path on Woolamai Beach Road to provide safety for users;
- maintains the existing car park layout and shows additional parallel parking spaces along the entry road;
- removes two car parking spaces at the top of the stairs to improve pedestrian safety and create a safe gathering space out of the car park;
- widens and upgrade the pathway to the toilets and adds wheelstops at the front of vehicles along this path to prevent cars overhanging it;
- retains sand fencing at the front of the car park to reduce sand movement into the car park;
- road markings to guide traffic movement within the car park; and
- the provision of visitor facilities including a new lookout, bike racks, interpretation and wayfinding information.

Note at some future date when the path to the stairs requires replacement, consideration should be given to making it a more meandering course to avoid the direct line for sand movement that currently occurs along the existing alignment.

To advance the concept plan for Anzacs the following steps should be taken:

- develop plans for a new toilet block including investigation of waste disposal options and potential impacts of connecting it to nearby reticulated services;
- install wheel stops in front of cars parked adjacent to the footpath and remove and bollard two parking spaces to create a safe gathering area at the top of the beach access stairs;
- prepare detailed documentation for proposed site improvements;
- obtain the legislatively required approvals for works in an area of cultural heritage sensitivity;
- undertake further community engagement as planning proceeds; and
- identify and secure funds to implement the proposed site concept plan.



The car park at the Anzacs. The front car parks have been extended to allow more convenient use by surfers unloading and loading gear into the back of vehicles.



The existing public toilets at Anzacs need replacing with two uni-sex all abilities facilities.

1. New toilet block 2x uni sex all abilities toilet/(pump out sewage system)
2. 1.5 m wide footpath to allow safe pedestrian access
3. Interpretive/ way finding elements with path to new lookout
4. Wheel stops to create safe pedestrian space in front of vehicles.

5. Shared path access (3m wide)

6. Explore option for parallel parking

7. Shared path using existing pavement 3m wide with bollards to road edge

8. Maintain existing sand path through dunes from Woolamai Beach Road and trail link from Anzacs to Aussie Track

9. Bike racks
10. Maintain vegetation cover and use sand fences or similar measures to reduce sand accumulation
11. Demolish toilet and rehabilitate site

MAP 5.3

ANZACS

CAPE WOOLAMAI COASTAL RESERVES MASTER PLAN

0 10 25m



inspiring place



WOOLAMAI BEACH

The proposed site plan shows a significant redesign of the arrival and parking area. This includes:

- pick up and drop areas for buses and individual vehicles along the outside perimeter of the car park; and
- a new link between the two parking modules to enhance movement through the site.

The changes to configuration require:

- loss of ~15 car parks (the total number lost reduced by the creation of additional new car parks in some locations) including those presently located at the top of the ramp/stairway and perpendicular to the pathway there;
- the closure of the current path from the top of the stairway/ramp through to the SLSC; and
- the removal of the large vegetated dune that presently separates the two parking modules (this landform is of recent origin, formed since the establishment of the current clubhouse).

Parallel parking spaces are shown at 2.1m wide, as per AS2890.1 for off-street parking facilities. A width of 2.6m is desirable but 2.5m is acceptable for parking spaces provided perpendicular to the circulation aisle (2.5m shown – use of a 2.6m dimension would reduce the number of cars by 1 for every 24 continuous car parks or would decrease the size of the soakage areas shown).

The proposed changes retain clear access to the beach for SLSC vehicles.

The new configuration of the car park is enhanced by perimeter walkways that allow un-restricted, safe access for pedestrians to all visitor facilities. In particular, a new 5m wide promenade links enlarged gathering forecourts at the SLSC and the top of the stairway/ramp. Walkway surfaces should be hardened (bitumen or concrete) to facilitate removal of sand.

The promenade includes seating for those waiting for pick up or drop off. Bus parking, pick up and drop off are also provided in close proximity to a proposed bus shelter and a new public toilet.

Stormwater is managed in reconstructed soakage areas in their current locations and through the addition of an expansive rain garden in the southwest corner of the site. The latter area includes a timber boardwalk over a portion of the potential storage area with drainage from the outdoor showers discharged directly into the soak under.

Wind blown sand is managed through the introduction of additional sand fencing parallel to the shoreline. Bulk storage of sand is intended to occur in the cut formed by the existing walkway between the stairway and the SLSC and in the cut through the primary dune at the SLSC.

The disturbed ground at the current bus stop can be used as a temporary storage site for sand removed from parking areas prior to removal to an appropriate location nearby. New deposits of sand where they are formed and intended to become permanent should be rehabilitated using spinifex as the stabilising vegetation.

The plan also illustrates new amenities including showers near the top of the stairway/ramp, bike racks, interpretive and way-finding signage and seating. The proposed new bus shelter is intended to include change rooms and public toilet facilities.

Note at some future date if growth in use substantially increases, there may be a case for an additional staircase to the beach in the area of the current cut through the dune at the front of the SLSC. This is seen a measure of last resort in response to unacceptable conditions arising from overuse of the existing access facilities. In the event a new stairway is constructed it should take a meandering course to avoid a direct line for sand movement onto the SLSC building.



The existing ramp and stairs leading to Woolamai Beach are used by visitors, recreational users and the Surf Life Saving Club for their life saving equipment and beach rescue vehicles.



Wind blown sand into the car park has created ongoing problems. This includes blocking of stormwater drains and the need for regular removal of the sand deposits from the car park area.

1. Parking (3 spaces) near start of Cleeland Bight walk
2. Existing maintenance track for Nature Parks to Cape Woolamai
3. Remove shelter, regenerate or maintain for temporary sand storage
4. Storm water soaks
5. New bus shelter, change rooms and public toilets
6. 3 m wide coloured concrete promenade
7. Bus lay by, pick up and drop off (capacity 4 buses)
8. Timber decking over drainage soak with outdoor showers
9. Experiment trial to reshape and re-vegetate dune to reduce encroachment onto SLSC
10. Sand fencing (typical)
11. 5 m wide coloured concrete promenade
12. Pick up/drop off zone with seating
13. Dune re vegetation
14. New surf club entry forecourt
15. Surf club service area
16. 3m wide shared concrete path
17. New shared path connection
18. Shared path on road. With bollards/separating path from vehicles

19. Rubbish bin collection area
20. Trackhead signs for walk to Cleeland Bight
21. Close footpath and allow sand to collect
22. Remove existing sand/vegetation mound to create new lay by/link between existing car parking area
23. Interpretative/way finding
24. Bike racks



MAP 5.4

WOOLAMAI BEACH SURF LIFE SAVING CLUB

CAPE WOOLAMAI COASTAL RESERVES MASTER PLAN



inspiring place



The coastal management issues will be ongoing but can be reduced by:

- understanding how to work better with nature on the site rather than require continual management intervention and high costs associated with removal of wind blown sands;
- ensuring access routes and steps are angled rather than perpendicular to the beach; and
- increasing dune vegetation in front of the carpark area that will help reduce the rate of windblown sand transport.

To advance the concept plan for Woolamai Beach the following steps should be taken:

- undertake the detailed investigations required to assess the potential impacts arising from:
 - removal of the deposited sand and vegetation required to link the two car park modules,
 - the construction of the new bus shelter, toilets and changerooms, and
 - the removal of vegetation to create the proposed deck over the stormwater soakage area;
- prepare detailed designs for the proposed car park improvements and the shared path link from The Cranny through to the car park including the short link shown on the plan from the road verge to the car park;
- close and rehabilitate the dune opening in front of the SLSC to avoid ongoing windblown sand issues around the building;
- consider a trial experiment for managing dune heights in front of the SLSC to protect safe sightlines of the beach from the watch tower;
- monitor the movement of sand on the western side of the SLSC and the feasibility of reshaping the dune face with a concerted revegetation and perennial maintenance program;

- obtain the legislatively required approvals for works in an area of cultural heritage sensitivity and for the removal of vegetation;
- undertake further community engagement, including with the SLSC as planning proceeds;
- obtain the legislatively required approvals for works; and
- identify and secure funds to implement the proposed site concept plan.

BALANCE OF WOOLAMAI COASTAL RESERVES LAND

No site concept plans were prepared for this area. The recommended actions for going forward are to:

- continue current conservation management and research programs;
- further investigate the cultural heritage values of Cape Woolamai and the opportunity to integrate conservation messages about these values into visitor information and interpretation;
- install warning signage at the main access points onto the Cape and reminder warning signage at known high use/risk locations along the cliff tops;
- examine opportunities to relocate the vehicle track away from dangerous cliff top edges;
- deter pedestrian use of the management vehicle track from the car park at Woolamai Beach SLSC to Magic Lands and encourage use of Woolamai Beach as the main access route; and
- monitor and record sand movements at Magic Lands steps and take action to lengthen the stairway if required.



Walking tracks around Cape Woolamai offer outstanding views of the coastline, coastal vegetation and wildlife habitat. The Cape is the largest shearwater nesting site on Phillip Island. The area is also a zone of cultural heritage sensitivity with significant Aboriginal cultural heritage.



An important role of Nature Parks is to use information and interpretation to communicate key messages about the protection of natural and cultural values within the coastal reserves.

4 | IMPLEMENTATION STRATEGY

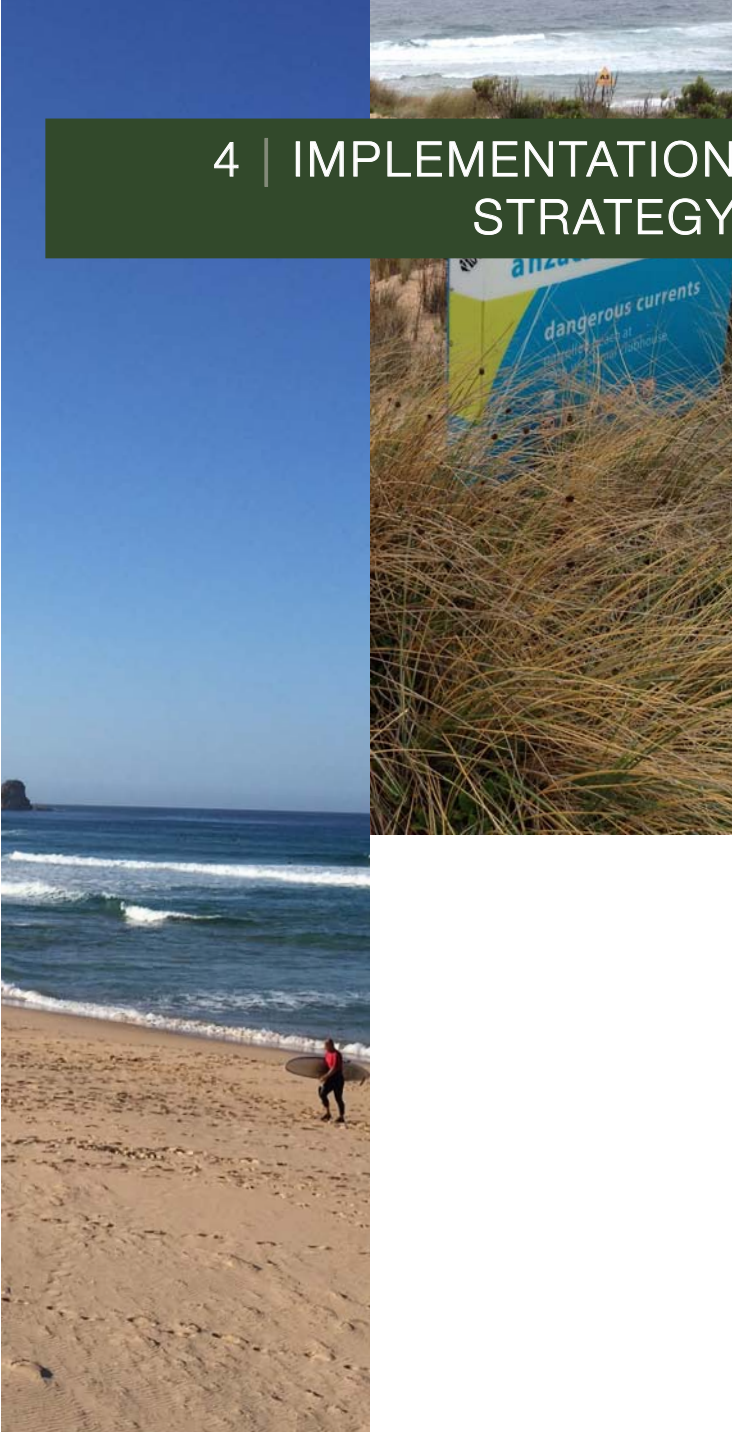
It is not realistic to consider that all the recommended actions can be all implemented over a short period of time. The implementation requires agreement through approval processes and commitments covering different jurisdictions. It is important, therefore, to examine short term, mid-term and long-term scenarios for implementing the recommended actions.

The following Table identifies the recommended actions, which needs to be involved and the timing for implementation. The Action Plan is based on a 10 Year timeframe using the following:

- short-term – commence within 2 years (2016 - 2017);
- mid-term – commence within 5 years (2016 – 2020); and
- long-term – commence within 10 years (2016 – 2025).

It is recognised that the timing will be very dependent upon available funding, partnership support with other land managing agencies and the level of community support. In some cases the implementation may require development and approval processes being negotiated between different agencies before a recommendation can be acted upon. Further, whilst an action may have priority, there may be other higher priorities on Phillip Island for Nature Parks or BCSC that may necessitate that actions be delayed.

Action Plans often become less relevant after 5 years, generally requiring review and updating in relation to what has been achieved and the impact of emerging issues or new opportunities. Such reviews generate the need for a rolling Five Year Action Plan for 2016-2020 and then a revised action plans for 2021-2025.



No	Recommended Action	Responsibility	Priority	Timing
1	Adopt the Cape Woolamai Coastal Reserves Master Plan as part of the overall Nature Parks Strategic Planning Framework 2012-2017	Nature Parks Board	High	Short term
2	Seek support in principle for the adoption of the Cape Woolamai Coastal Reserves Master Plan from key land managing agencies	BCSC, DELWP	High	Short term
3	Continue to manage the Cape Woolamai Coastal Reserves consistent with the key management directives in the South and North Coast Key Area Plan 2014 and other relevant policy and management documents	Nature Parks	High	ongoing
4	Continue discussions between Nature Parks and BCSC to rationalize and resolve management jurisdiction issues at the Colonnades – Aussie Track, Anzacs and Woolamai Beach Surf Life Saving Club areas	Nature Parks, BCSC	High	ongoing
5	Undertake further investigations into assessing and reducing any environmental impacts associated with proposed works and improvements at Colonnades – Aussie Track, The Cranny, Anzacs and Woolamai Beach Surf Life Saving Club areas	Nature Parks, The Cranny - BCSC	High-moderate	Short – mid term
6	Seek approvals to meet respective legislative requirements for the proposed works in the Cape Woolamai Coastal Reserves, and in particular the site concept plans at Colonnades – Aussie Track, The Cranny, Anzacs and Woolamai Beach Surf Life Saving Club areas	Nature Parks, BCSC	High-moderate	Short – long term
7	<p>Colonnades - Aussie Steps</p> <p>a) identify a route for the proposed shared walk between the proposed Colonnades car park and Aussie Steps with a view to minimising impacts</p> <p>b) understand the potential impacts of widening of the existing walkway to the existing steps at the Colonnades and to expanding the lookout</p> <p>c) review weed removal requirements and removal of Sallow Wattle and the Invasive Hottentot Fig (<i>Carpobrotus edulis</i>)</p> <p>d) prepare detailed designs for the proposed car park</p>	Nature Parks and BCSC	<p>a) high</p> <p>b) high</p> <p>c) high</p> <p>d) high - moderate</p>	<p>a) short term</p> <p>b) short term</p> <p>c) short term</p> <p>d) short – mid term</p>

No	Recommended Action	Responsibility	Priority	Timing
8	<p>The Cranny</p> <p>a) confirm the acceptability of buses continuing to transit through the adjoining neighbourhood in the event that Woolamai Beach Road were temporarily closed beyond the roundabout</p> <p>b) prepare a detailed features survey suitable for engineering designs for the roundabout and shared path to be developed</p> <p>c) undertake preliminary engineering designs for the roundabout to the standard necessary to confirm that acceptable grades and deflection at the entries to the roundabout can be achieved</p> <p>d) confirm that the shared path can be created along the road edge as proposed and if not, to determine where are the areas where there may be insufficient width in the road pavement so that further assessment of the situation can occur</p> <p>e) provided the preliminary designs for the roundabout and shared path are achievable, conduct detailed field investigations to assess potential impacts on shearwater nest sites and potential mitigation measures (if required)</p>	NP, BCSC	<p>a) high</p> <p>b) high</p> <p>c) high</p> <p>d) high</p> <p>e) high - moderate</p>	<p>a) short term</p> <p>b) short term</p> <p>c) short term</p> <p>d) short term</p> <p>e) short-mid term</p>
9	<p>Anzacs</p> <p>a) develop plans for a new toilet block including investigation of waste disposal options and potential impacts of connecting it to nearby reticulated services</p> <p>b) install wheel stops in front of cars parked adjacent to the footpath and remove and bollard two parking spaces to create a safe gathering area at the top of the beach access stairs</p> <p>c) prepare detailed documentation for proposed site improvement</p>	Nature Parks	<p>a) moderate</p> <p>b) high</p> <p>c) moderate</p>	<p>a) mid term</p> <p>b) short term</p> <p>c) mid term</p>

No	Recommended Action	Responsibility	Priority	Timing
10	<p>Woolamai Beach</p> <p>a) undertake the detailed investigations required to assess the potential impacts arising from:</p> <ul style="list-style-type: none"> ▪ removal of the deposited sand and vegetation required to link the two car park modules ▪ the construction of the new bus shelter, toilets and changerooms ▪ the removal of vegetation to create the proposed deck over the stormwater soakage area <p>b) prepare detailed designs for the proposed car park improvements and construction of the shared path link from The Cranny through to the car park including the short link shown on the plan from the road verge to the car park</p> <p>c) close and rehabilitate the dune opening in front of the Surf Life Saving Club to avoid ongoing windblown sand issues around the building</p> <p>d) consider a trial experiment for managing dune heights in front of the Surf Life Saving Club to protect safe sightlines of the beach from the watch tower</p> <p>e) monitor the movement of sand on the western side of the Surf Life Saving Club and the feasibility of reshaping the dune face with a concerted re-vegetation and perennial maintenance program</p>	Nature Parks, WBSLSC	<p>a) moderate</p> <p>b) moderate</p> <p>c) high – moderate</p> <p>d) moderate</p> <p>e) moderate</p>	<p>a) mid – long term</p> <p>b) mid term</p> <p>c) high</p> <p>d) ongoing</p> <p>e) ongoing</p>



No	Recommended Action	Responsibility	Priority	Timing
11	<p>Balance of Cape Woolamai Coastal Reserves land</p> <p>a) continue conservation management and research programs</p> <p>b) further investigate the cultural heritage values of Cape Woolamai and the opportunity to integrate conservation messages about these values into visitor information and interpretation</p> <p>c) consider installing 'enter at your risk' signs at the main trackheads to Cape Woolamai Coastal Reserves</p> <p>d) review the opportunity to relocate the vehicle track away from cliff edges in some coastal locations at Cape Woolamai</p> <p>e) introduce some 'reminder' risk awareness signs at known high risk coastal points e.g. The Pinnacles</p> <p>f) installing temporary signs at some locations to explain conservation management work being undertaken</p> <p>g) deter pedestrian use of the management vehicle track from the car park at Woolamai Beach Surf Life Saving Club to Magic Lands and encourage use of Woolamai Beach as the main access route</p> <p>h) monitor and record sand movements at Magic Lands steps</p>	Nature Parks	<p>a) high</p> <p>b) high</p> <p>c) high</p> <p>d) high – moderate</p> <p>e) high</p> <p>f) moderate</p> <p>g) high-moderate</p> <p>h) high</p>	<p>a) ongoing</p> <p>b) short-mid term</p> <p>c) short term</p> <p>d) short-mid term</p> <p>e) short term</p> <p>f) mid term</p> <p>g) mid term</p> <p>h) ongoing</p>
12	Identify and source funds to implement the site concept plans for the Collonades-Aussie Track, the Cranny, Anzacs and Woolamai Beach and management directives for Cape Woolamai Coastal Reserves	Nature Parks, BCSC	High - moderate	ongoing
13	Review the 5 Year Implementation Plan	Nature Parks	Moderate - low	mid term



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