



PHILLIP ISLAND SOUTH AND NORTH COAST KEY AREA PLAN



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**Phillip Island
South and North Coast
Key Area Plan**

October 2014

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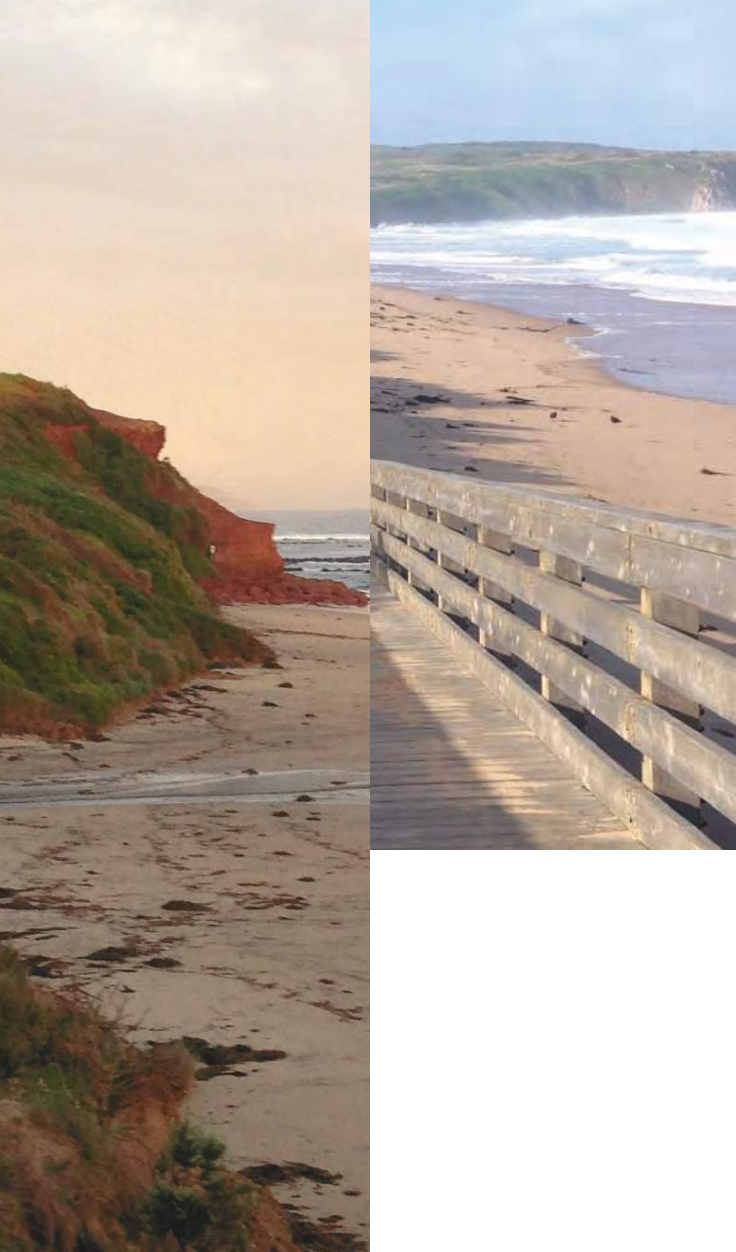
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Phillip Island Nature Parks have a primary responsibility for conservation of the South and North Coasts considerable natural and cultural values. At the same time, people seek access to the coast for a variety of reasons. The purpose of the KAP is to identify how PINP and other stakeholders can meet demand for access in an environmentally sustainable manner.

1 | INTRODUCTION



WHAT IS THE KEY AREA PLAN?

The *North and South Coast Key Area Plan* (the KAP) is a high level strategic framework looking at the long-term management of public land along the northern and southern coastlines of Phillip Island.

The KAP is a significant step towards Nature Parks' vision of making Phillip Island a world-recognised place of conservation significance and to achieving its aspirations for the future.

WHAT AREA DOES IT COVER?

Map 1 shows the coastal areas included within the scope of the KAP. This includes the north coast from Ventnor to Flynn's Beach and the south coast from Kitty Miller Bay to Cape Woolamai.

The KAP does not cover issues and management on private land within the coastal areas nor does it provide detailed master plans or management plans for individual sites.

HOW WILL IT BE USED?

The purpose is to:

- analyse the existing use of the coast and articulate a sustainable management strategy for identified conservation areas, the interface between private land and Nature Parks property and residential, recreation and tourism access nodes;
- minimise the impact on the coast following the principles outlined in the *Victorian Coastal Strategy 2014* while maximising the efficient management of Crown land; and
- develop a strategic framework that illustrates a contemporary long-term site management strategy and philosophy that best integrates with the aspirations of adjacent land managers, the community and visitors.

The KAP will be used to:

- inform Nature Parks strategic planning activities;

- inform and guide other coastal land managers;
- guide future planning, infrastructure, services and management by Phillip Island Nature Parks (PINP), the Bass Coast Shire Council (BCSC), Department of Environment and Primary Industries (DEPI) and others;
- generate support from public and private stakeholder groups;
- establish a logical basis for management jurisdiction and responsibilities for coastal areas and infrastructure; and
- seek funding partners through grant applications.

WHAT PROCESS WAS USED TO PREPARE THE KAP?

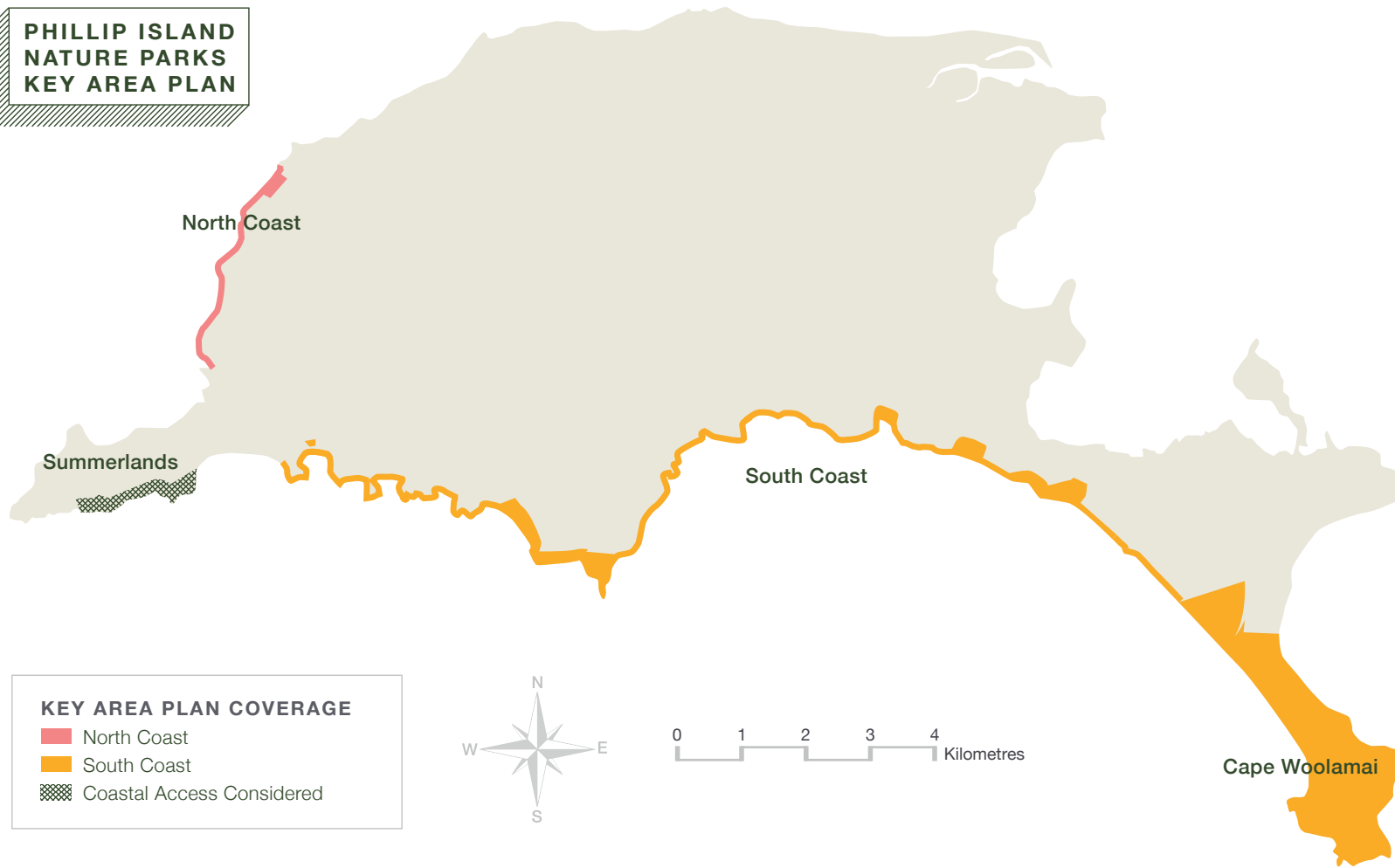
The process has involved:

- review of relevant Acts, reports, policies and other information relating to the Study Area;
- identification of known natural and cultural values;
- identification of existing infrastructure, facilities and services within the coastal areas;
- consultation with key land managers including PINP, BCSC and DEPI;
- consultation with stakeholder groups and the Phillip Island community during the early and latter stages of the project¹;
- extensive fieldwork and site inspections along the coast;
- development of a strategic planning framework to guide the implementation of the KAP; and
- preparation of an Implementation Strategy.

¹ The consultation included forums with Nature Parks Community and Environment Advisory Committee, targeted stakeholder groups, Phillip Island community, government agencies and individuals. A survey of key issues and potential aspirations/opportunities was conducted with stakeholders attending the forums. The BCSC and DEPI were involved in progress review meetings during the course of the project. Meetings were also held with a Project Monitoring Committee consisting of members of PINP Board and PINP staff during different stages of the project. Presentations of the draft KAP were provided to the BCSC, the PINP Board and community groups. Feedback received was considered in the final plan. This feedback will also be taken into account when developing the further studies and master planning.

MAP 1

**PHILLIP ISLAND
NATURE PARKS
KEY AREA PLAN**



2 | CONTEXT

NATURAL AND CULTURAL VALUES

Those familiar with the north and south coasts of Phillip Island appreciate their diversity and the significance of their natural and cultural values on a world, national, state and regional basis.

Notable examples of the significant values of the coasts include the:

- complex geo-diversity with an array of coastal landforms of national, state and regional importance² including:
 - dramatic rock stacks such as the Nobbies and Pyramid Rock;
 - substantive sea-level rock platforms;
 - numerous large scale and exposed granite batholiths and columnar basalt outcrops; and
 - the Cape Woolamai isthmus and mobile sandforms tying Cape Woolamai to the rest of Phillip Island;
- high degree of bio-diversity and conservation priority³ as evidenced by:
 - inclusion of the Western Port Wetland in the Australian Wetlands data base which recognises the national importance of the area;
 - the listing of four areas as BioSites, two at the national level and two at the state level;
 - the listing of the area by BirdLife International as an Important Bird Area (IBA) containing globally significant populations of six species of birds (i.e. > 1% of total world population);
 - the protection of numerous migratory bird species and their habitat under various international agreements including JAMBA, CAMBA, RoKAMBA and the Bonn Convention;
 - the listing of numerous rare or threatened plant and animal species and their habitats for protection at the Federal level under the *Environmental Protection and Biodiversity Conservation Act 1999* (the EPBC Act), the State level under the Victorian Flora and Fauna Guarantee Act 1988 and/or the regional level through their presence on the Victorian Advisory List; and
- the protection from removal or disturbance, without exemption, of all native vegetation by the Bass Coast Shire Council, including ubiquitous species and habitats as well as those that are rare or threatened;
- high scenic quality and aesthetic significance arising from the interplay of rugged, dramatic and varied landforms shaped by wind and waves, framed by coastal native vegetation and sloping pastures strengthened by large populations of a diverse suite of native fauna and extensive areas lacking sign of man-made structures, the absence of which evokes a sense of isolation and remoteness⁴;
- Aboriginal heritage values along the whole of the coast⁵ related to widespread evidence of pre-European occupation of the Island and their value to the contemporary Aboriginal community arising from their linkages to their history and culture and because of the rarity of remaining evidence due to the impacts of disturbance (natural and anthropocentric) since European settlement⁶;
- historic heritage values including the 1906 shipwreck of the 'Speke' at Watt Point and the role of the Summerland Peninsula in early nature-based tourism (dating from the 1920s) and conservation history as the first 'nature park';
- tourism value, Phillip Island being a destination for 3.7 million visitors a year, including significant international, interstate and intrastate visitor markets that stimulate the local economy by injecting \$125M to the

1 See nre.vic.gov.au/dpi/vro/map_documents.nsf/pages/pp_sig_pp_wp

2 See Ecology and Heritage Partners 2014. Preliminary Constraints and Opportunities Analysis, Phillip Island South and North Coast Key Area Plan. A report to Inspiring Place Pty Ltd. prepared as a background study to the KAP.

3 Victoria Coastal Council 2006. Coastal Spaces Landscape Assessment Study for the Department of Sustainability and Environment.

4 Victoria Coastal Council 2006. Coastal Spaces Landscape Assessment Study for the Department of Sustainability and Environment.

5 See for instance Ecology and Heritage Partners 2014. Cultural Heritage Study: Phillip Island Nature Parks South and North Coast Key Area plan (KAP), Victoria. A report to Inspiring Place Pty Ltd. prepared as a background study to the KAP.

6 See for instance Ecology and Heritage Partners 2014. Cultural Heritage Study: Phillip Island Nature Parks South and North Coast Key Area plan (KAP), Victoria. A report to Inspiring Place Pty Ltd. prepared as a background study to the KAP.



Evidence of Aboriginal occupation, such as this granite scraper, can be seen in many places. As a result, virtually the whole of the Study Area is within an area of cultural heritage sensitivity as defined by the Aboriginal Heritage Regulations 2007.

Victorian economy with \$64 to the Bass Coast Shire; and

- recreation value particularly for surfing, as recognised by designation of four areas as national surfing reserves⁷, but also for a full range of coastal dependent activities.

Although outside the focus of the KAP, the value of the study area is further influenced by

- its proximity to the Western Port Ramsar site, a wetland area of world importance; and
- its associations with the Penguin Parade and Nobbies Centre (Summerland Peninsula), Koala Conservation Centre and Churchill Island which are amongst Australia's premier attractions for international tourism.

Together and individually, these features are of significance to the local community for their

importance to the economy of the region through tourism, agriculture and recreation and for their role in defining the community and what it means to live on Phillip Island. The strength of these attachments is seen in the strong and frequent community activism and debate over approaches to sustainable management and land use along the coast.

USE OF THE COAST

As a leading visitor destination

It is estimated that there is currently 3.7 million visitors to Phillip Island⁸ with research⁹ indicating that 91% of overnight visitors to Phillip Island come from the intrastate market, 6% from interstate and 3% from overseas.

The Nature Parks have become one of Australia's leading nature based tourism destinations with strong appeal to the domestic visitor market and also the core international market segments. The unique wildlife appeal of Phillip Island will continue to attract visitors from the growth markets of China, North America and Europe.

Visitor numbers to Phillip Island are expected to grow given the island's diversity of attractions and events for visitors whilst also being an easy day-trip for the growing population of Melbourne.

As a place to live

Phillip Island is located within one of Australia's fastest growing regions. The permanent resident population of Phillip Island is expected to grow to 12,792 persons or 27% by 2031¹⁰.

Resident population on the Island jumps dramatically over the summer months when 38% of annual domestic visitors, primarily from Victoria, come to the Island for a holiday.

Part of the appeal of living on the Island is the accessibility to the coastline and it is expected that with a growing resident population, there

will continue to be seasonal and peak demands for access and use of the coastline. These will also accompany related demands for services and community infrastructure that will impose funding and maintenance burdens on the Shire Council and other management agencies.

As a magnet for outdoor recreation activities

The Phillip Island coastline attracts a range of recreational activities including surfing, swimming, fishing, walking and bike riding.

Phillip Island is renowned as a surfing mecca and home to an active surfing community. The coastline generates big wave conditions as rock platforms and sand banks produce consistent waves to suit all skills. Four sites (Cape Woolamai, Smiths Beach, Summerland Bay and Cat Bay) have been declared within the Phillip Island National Surfing Reserve in recognition of the quality of the surf breaks and the pristine environment.

People walk the beaches and accessible parts of the coastline where formal tracks have been constructed e.g. Cape Woolamai and between Berrys Beach to Pyramid Rock. Sections of the coastline are not accessible as adjacent land is in private ownership and/or too steep to traverse.

Survey findings from the *Community Plan*¹¹ indicated that the beach/coastal environment was the highest rated aspect that Phillip Island residents liked about their community reflected in beach access/pathways being listed as one of their highest needs. Similarly other findings¹² identified that the two most desired facilities by the Bass Coast community wanted were improvement of bike paths and walking trails.

⁷ See surfingreserves.org/philip-island.php

⁸ Bass Coast Shire Council Phillip Island Integrated Transport Study

⁹ Phillip Island Market Profile – Year ending December 2012, Tourism Victoria
¹⁰ <http://forecast.id.com.au/bass-coast>

¹¹ Bass Coast Community Planning - Phillip Island South Coast Communities: Smith Beach, Sunderland Bay, Sunset Strip and Surf Beach Community Plan 2010

¹² Bass Coast Municipal Recreation Plan 2009-2014



The South Coast of Phillip Island is a high energy environment where landforms are being actively sculpted and sands are constantly shifting. Human activities can accelerate these changes often with unacceptable impacts.

The coastline of Phillip Island will continue to attract a high level of recreational use from both visitors and those choosing to live there and enjoy the Island lifestyle.

ISSUES

A detailed analysis has been undertaken of the issues and opportunities at each location along the coast within the Study Area for the KAP. Of the multiple problems that arise, four issues consistently impact on the capacity to achieve the vision for the KAP.

The Coast Is Dynamic

Nature's forces are actively sculpting the coastline

The south coast of Phillip Island and the north coasts included in the study area are best characterised as high-energy environments – wind, waves, rainfall and runoff all actively sculpting these coastlines.

Wind and wave erosion and resultant littoral drift mean that beaches are constantly changing slope, shape and height. Wind erosion actively alters the profile of dunes, particularly where vegetation is absent.

Erosion is also affecting alluvial sediment deposits that form a number of headlands with landslips occurring in some areas. These events may be naturally triggered as a result of long-term land forming processes or accelerated at times by human activity that changes run-off patterns or by the actions of burrowing animals.

Over geological periods of time, wind, water and wave erosion affect even hard rock environments leading to the collapse of seemingly stable rock formations.

Human activity contributes to the rate and scale of change through widespread activities such as the clearing of vegetation or changes in the volume

and speed of stormwater runoff and through localised impacts such as trampling of vegetation. Introduction of infrastructure on beaches can also exacerbate landslip through changes in wave movement and increased eddying at the base of cliffs.

These currently active and on-going coastal processes will be further exacerbated by:

- climate change as sea level rises and the frequency and intensity of weather events increases; and
- increased resident population and tourism visitation leading to pressures for greater access to the coastline.

Ecosystem processes are affected by human activity

The natural systems of coast have adapted over long periods of time to the physical and climatic conditions of the Island and to early human occupation of the land prior to colonisation. The generally stable conditions resulted in a diversity of self-sustaining habitats supporting a vast speciation including naturally rare and more ubiquitous, but no less important, types of plants and wildlife.

Section 2.1 identified the north and south coasts as being invaluable natural areas of world importance for these species. Conservation of the environment is, therefore, the core goal of Nature Parks and a strongly held concern of the community.

Human activity since European arrival has rapidly altered the landscape. The changes wrought are readily observed in some locations and less visible in others, with impacts affecting ecosystem type, composition and extent. In some cases, substantive declines in populations have threatened local or global extinction or displacement of indigenous and more cosmopolitan species. Across the coastline values are now under threat.

Conservation outcomes will be further affected by long-term human impacts such as climate change. As sea level rises, extreme weather events become more intense and frequent and temperatures increase species composition and local ecosystems will be further altered.

Human Pressures Are Intensifying

The demand for access to the coast is growing

The Environment Plan 2012-2017 notes that “an increasingly urbanised and recreation driven environment” is “perhaps the most persistent form of environmental modification affecting the Nature Parks’ values”¹³.

Section 2.2 quantified the extent of the demand for access to the coast through increasing recreation and tourism and the rapidly increasing resident population the Island.

Growth in human populations will bring change in the frequency, intensity and types of uses affecting the coast leading to potential increases in the scale, number, geographic spread and/or complexity of the impacts on coastal values.

Amongst the issues of concern are the loss of vegetation, fragmentation of habitats, invasion of vegetation communities by weeds, domestic and feral animal species impacts, and erosion. Many of these issues are dealt with through targeted management plans. Nonetheless, the KAP is attentive to these matters because of their relationship to land use and coastal access, which are the core concern of the project.

The requirement for greater formalisation of access is evident in the number of informal tracks along the coast and their associated impacts. In contrast, concerns have been raised about the loss of traditional access for fishing and surfing as moves are made to improve safety and enhance conservation through restrictions on rights or expectations of entry to the coast.

The ageing profile of the Australian community will generate greater demand for improving accessibility for people with mobility difficulties at coastal locations - at the arrival points, accessing public facilities and using the walking trails.

Infrastructure is insufficient in many locations

While the values of the coast are significant, the demand for use is not consistent across its length – points of scenic interest, particularly large concentrations of wildlife, attractive coastal conditions such as surf breaks or safe beaches and access points adjacent to residential areas draw highest use.

To date, development of access at the pressure points has been reactive rather than proactive. The result is that the type and quality of facilities provided varies widely between locations and does not necessarily reflect intensity of use or specific demands place on sites. Nor do the facilities provided necessarily respond to the setting, in places having unacceptable impacts on environmental, aesthetic or cultural values.

Increased pressure has created capacity constraints at some locations, where available space does not match the pressure for expansion of facilities due to increasing numbers of visitors. In particular, there are issues around access and parking but also for play, picnic, interpretation and other features expected at coastal destinations. In many locations expansion is not an option and mechanisms are required to manage the issues such as vehicle movement, parking and pedestrian safety.

With increased growth of residential areas has come the desire to connect these between locations and to recreation nodes. The road network does this for vehicle movement. Leisure and recreation trends, however, are creating pressures for a more extensive network of cycle, walking and shared trails within and between residential areas and recreation nodes. Trends in cycle use for transport are adding to this pressure.



Access from the Colonnades to Cape Woolamai is possible along the beach provided the tide is not too high. High tide can leave people stranded if care is not taken.

The coast is a dangerous place

The coastline is an inherently dangerous place. Rocky landforms are access challenged by steep gradients. The sharp drops present fall hazards. Rock platforms can be dangerously swept by rogue waves. Dunes are frequently affected by rising seas and tidal conditions that can leave infrastructure 'high and dry' above the beach. Beach users can be trapped by high tides that cut off access between sites of interest. Surf locations are subject to rips and eddies.

Signage is only so effective in increasing safety. Fencing is more effective but interferes with flight and landing by sea birds and affects visual amenity. Whilst lifesaving services and signage provide some measure of safety for water users, only a few beaches have lifesaving services leaving people to provide for their own safety at other locations. The appropriate design and siting of facilities within coastal areas can also influence visitor behaviour and reduce safety risks.

Away from the immediate coast, traffic congestion adds to the risk of users. Vehicle movements are increasing. Roads equal shared space as there is a general lack of footpaths and bike paths along the coast and at recreation nodes. Tight turning radii, vehicles backing, narrow road space, high speeds all reduce pedestrian and cyclist safety at some locations.

The Experience Of The Coast Is Not Comparable To Its Significance

Another consequence of the *ad hoc* approach to infrastructure provision is that it does not necessarily align with the strategic vision of the land manager or coincide with expectations of users for what might be on offer.

Nature-based tourists seek authenticity, immersion, challenge and education. They also want to know their activities are sustainable.

Where these aims are achieved, the value of their experience is extended creating lasting bonds with the destination and greater returns on investment in infrastructure. Their experience is diminished when confronted with impacts on the site or within the landscape, the poor condition of facilities or lacking quality interpretation.

Residents too are increasingly sophisticated in their demands for a quality experience of the environment. Many are moving to the Island from urban settings where investments are being made in the design of quality public infrastructure. Their travel experiences have also exposed them to exceptional presentation at tourism destinations, a level of presentation they are now seeking in their daily lives and experience of the coast.

Basic infrastructure and presentation is no longer enough. We live in an era where facilities and experience need to be compatible with the location, meet functional needs, exemplify sustainable best practice and be aesthetically pleasing. Experiences need to be immersive and well interpreted. Where these combined aims are achieved, the experience of the coasts achieves Nature Parks' aspiration to connect people with nature in a personal, powerful and memorable way.

Management Jurisdiction Hinders Achievement Of Best Practice Conservation, Use And Tourism Outcomes

Tenure boundaries are intellectual concepts drawn on maps, often unrelated to the shape and form of the physical environment or the management capacity of the landowners. The local community, visitors to the region and flora and fauna do not recognise jurisdictional boundaries.

This is very much the case in the remit of the Nature Parks where narrow strips of land under their aegis, awkwardly fall between unreserved Crown land and privately owned land including

that owned or cared for by the BCSC.

Issues of ownership and management are further exacerbated where responsibilities for care and concern do not match organisational capacity – blocks of high ecological value being managed as isolated areas by agencies with limited conservation resources where Nature Parks have the greater capacity and wherewithal whilst Nature Parks manages facilities typically better cared for by Council's asset managers.

Private landowners also hold blocks of land with high natural or cultural values that require specialist investigation and management that could be provided by Nature Parks. Meanwhile, in the community, there is the desire to connect with nature and to participate in its care.

The complexity of the landscape and the need to care for its significant values point to the need for engagement with the region and community, for alterations to boundaries, for rationalisation of management responsibilities and for cooperative working arrangements across tenures.



The challenge for land managers is to provide facilities along the coast that are of a standard that matches that of the exceptional natural landscape they care for. The arrival area at Pyramid Rock, a featured visitor destination, exemplifies the degree to which the visitor experience on arrival fails to live up to the promise of what is on offer.



Improving management jurisdiction will assist in the sustainable management of the coasts natural and cultural values.



Signs, information and interpretation help increase public awareness about the potential for impacts on the coast.

3 | A PLANNING FRAMEWORK



The strategic planning framework forms the basis for assessing the appropriateness of development and management of recreational access and infrastructure within the Study Area. The framework establishes a vision, guiding principles, coastal management areas and a hierarchy of activity centres and recreation nodes.

THE VISION OF THE KAP

The north and south coasts of Phillip Island will exemplify Nature Parks' mission to conserve the values of the coast in a world-class manner while providing for recreation and tourism experiences commensurate with the exceptional environmental, social and economic opportunities available through their appropriate management.

GUIDING PRINCIPLES

Four principles are identified that are the foundation of the KAP. These stipulate that the values of the coast are to be understood and conserved. Sustainable use should be allowed where these values can be protected. These principles are consistent with the policy direction of the *Victorian Coastal Strategy 2014*.

Principle 1. Nature conservation has primacy over all matters.

The coasts have international, national, state, regional and locally significant biological and cultural aspects that are intrinsically valuable, that is, they are important for the own sake independent of human use. Protection of the intrinsic value of biological systems places emphasis on the rights of nature to be self-sustaining and the role of ecosystems in helping to maintain life support functions for the whole of the biosphere. Protection of cultural values speaks to the retention of sites that are a significant part

of our community identity, that is, sites that have significance for cultural, scientific, Aboriginal or historical heritage importance that define our sense of place.

Land management and long-term research are addressed in Nature Parks' *Environment Plan 2012-2017* and are supported by impact specific management plans for such things as fire, feral animals, weeds and research and monitoring programs.

Land use decisions in support of on-going natural processes, habitats and species and or cultural significance to mitigate human impact on these values are an essential focus of the KAP.

Principle 2. People should enjoy reasonable and safe access to the coast for coastal-dependent tourism and recreation.

The coasts have significant cultural values that are important to visitors, residents and a variety of communities of interest. Natural systems underpin the range of people's experience, enjoyment and relationship to the coast, therefore, access to the coast must avoid or mitigate potential impacts on values whilst meeting expectations for safe, convenient and easy access to the coast.

Access requirements are not consistent along the length of coastline, thus the KAP identifies a hierarchical approach to where and how people will move onto the coast from inland areas and what facilities will be provided at any one location. The focus is on directing coastal-dependent uses to modified or resilient settings where impacts can be managed. Equal access is considered wherever possible, recognising that the landform of the coast makes access to all locations extremely difficult and/or prohibitively costly.

Where possible, all abilities access to beaches and key coastal features or infrastructure should be considered.



The coasts have international, national, state, regional and locally significant biological and cultural aspects that are intrinsically valuable independent of human use. The Nature Parks primary mission is ensure these values are understood and conserved.



The KAP identifies where and how people will move onto the coast from inland areas and what facilities will be provided. The focus is on directing coastal-dependent uses to modified or resilient settings where impacts can be managed.

Principle 3. The quality of the experience of the coasts should be exemplary, relative to the recognised values of the area.

The layered significance of the coast is well documented as being of the highest standards. People’s experience of the area should be of a standard that reflects the importance of the area as a natural environment of world importance and a cultural landscape of considerable value to the nation and state.

The quality of the user experience is under-pinned by quality infrastructure that is sensitively located and of a high design standard. For this reason there is an emphasis in the KAP on the where, why and how of infrastructure provision. The KAP also addresses services and interpretation that will maximise the quality of the user experience and the on-going benefits to be derived by having an informed audience.

Principle 4. The coasts should be managed responsibly as a partnership between Crown Land managers and the community.

The coasts are a shared resource. Nature Parks’ actions play an important role in coastal management but their impact is lessened without a holistic approach being adopted by all land managers across the island. Involvement of land managers and stakeholders strengthens the understanding and engagement of the community towards achieving sustainability of the coasts.

The KAP examines the roles of various stakeholders in the management of the coasts, focusing on the responsibilities and actions of Nature Parks, the BCSC, community and stakeholder groups including private landowners and how they might be best integrated. Consideration is given throughout to the net benefits to be achieved and the capacity and available resources of all parties to take action and maintain infrastructure.

Engagement of the community in the ongoing planning, development, management and maintenance of the coastal assets is vital to achieving sustainability of the coasts values.

Coastal management areas

Map 2 shows the coastline of the Study Area divided into three management areas. The intent and key management directives for these areas is described in Table 1 and closely parallels the principles of the *Victorian Coastal Strategy 2014*.

Coastal Conservation Areas	Conservation – Rural Interface Areas	Coastal Access Areas
Intent		
To protect and manage biological, ecological, geological, geomorphological and cultural values of significance.	To provide integrated management of the natural and cultural values on public lands adjoining privately owned land.	To provide and manage public access and development of appropriate facilities consistent with maintenance of the coastal values.
Key Management Directives		
<ul style="list-style-type: none"> ▪ Protect, improve and restore values of significance ▪ Identify and protect threatened species and their habitats ▪ Avoid interference with natural processes shaping the coast ▪ Retain largely inaccessible parts of the coast to preserve their significant biodiversity and ecological integrity ▪ Conserve sites and landscapes of cultural, scientific, historical and aesthetic significance ▪ Identify, protect and manage Aboriginal cultural heritage in partnership with Aboriginal communities 	<ul style="list-style-type: none"> ▪ Protect, improve and restore natural values that extend over different land tenures ▪ Identify, protect and manage heritage values that extend over different land tenures ▪ Recognize operational requirements of rural land managers ▪ Consider opportunities for public access where there is landowner support, safe access and where the potential for impacts can be avoided or substantially mitigated ▪ Foster partnership management arrangements and resource sharing between parties 	<ul style="list-style-type: none"> ▪ Identify suitable locations with safe and convenient access to the coast where the potential for impacts can be avoided or substantially mitigated ▪ Enhance community use, enjoyment and experience of the coastal values ▪ Ensure development is consistent with identified activity recreation nodes ▪ Ensure the development on coastal public land is functionally dependent upon a coastal location ▪ Ensure the development of facilities on and adjacent to the coast are appropriately designed and sited

Table 1: Proposed Coastal Management Areas



The visitor experience and the design of facilities should be commensurate with significant values of the coast. Kangaroo Island provides an example where the emphasis on quality infrastructure enhances the visitor's discovery of the place.



The coasts are a shared resource. The activities of Nature Parks, the Bass Coast Shire Council, private land owners and the community must be coordinated if conservation efforts are to be successful.

Hierarchy of activity and recreation nodes

The KAP defines a hierarchy of four types of activity and recreation nodes in line with the *Victorian Coastal Strategy 2014* and its principle of use and enjoy stating “within coastal settlements, activity nodes and recreational nodes are used to focus buildings and infrastructure in appropriate locations, thus minimising their impacts on the coast. Coastal dependent activities (and use and

development that support access or the functioning of coastal activities) may be sited in recreation nodes.

The KAP hierarchy is a way of differentiating the level of infrastructure that may be required at locations along the coast. The levels of the hierarchy are:

- **natural** areas;
- **local** access and recreation sites;
- **secondary** activity and recreation nodes; and
- **primary** activity and recreation nodes.

Attachment A provides a description of each level of the hierarchy and identifies a set of guidelines for the provision of access and facilities.

Map 3 (right) shows the application of the hierarchy to the Study Area.

MAP 2
COASTAL MANAGEMENT AREAS



MAP 3

ACTIVITY AND RECREATION NODES



The Woolamai Surf Club, an example of a Primary Activity and Recreation Node. Primary Activity and Recreation Nodes are key destination for visitors where the expectation for high quality facilities needs to be met.

4 | STRATEGIC PRIORITIES



The mission of Nature Parks is to manage the conservation values of the coasts for their intrinsic values. Land management activities at Nobbies (pictured) and elsewhere demonstrate a commitment to achieving their aim.

¹⁵ With the exception of the planned new 'Aussie Steps'.

A strategic analysis was undertaken for all coastal locations within the KAP Study Area in relation to the key issues. The analysis highlighted 7 strategic priorities:

- enhance the experience of coastal access points;
- consolidate management jurisdiction in the right hands;
- encourage integrated transport during peak seasons;
- spread the peak demand to new locations;
- review the South Coast Walk route options;
- maintain safety measures for restricting access to Summerland Peninsula cliffs; and
- the need to undertake further studies and investigations.

A brief outline of these priorities is provided below.

Strategic Priority 1 – Enhance the Experience of Coastal Access Points

The coasts are largely accessible. No new requirements for activity centres and recreation nodes have been identified¹⁵. Rather than new facilities, the recommended focus is to upgrade the existing ones to a level and quality befitting of the world class natural and cultural values of the coast.

The timing of the KAP is fortuitous as there is a growing demand for access at most locations and an expectation for quality facilities across the whole of the island, the latter in accordance with the Nature Parks' strategic intent to provide sensitive modern infrastructure across its network of special places.

Improvements are desirable in line with the proposed activity centre and recreation node hierarchy (refer to Attachment A) but generally these should include:

- sealing and line marking (rationalises parking for maximum spatial benefit) of car parks in

conjunction with leveling and stormwater drainage/management;

- creation of pedestrian safe movement and gathering areas at the access points to all activity nodes;
- improved walking and bike riding links between residential areas and the coastal access points and also as connections between the access points;
- incorporation of 'kiss and cuddle' locations for pick up and drop off of children and beach equipment at high pressure sites such as Woolamai Surf Beach, Anzacs and Smiths Beach;
- consideration of constructing a round-about on Woolamai Beach Road (near intersection with The Cranny) with a drop-off area on the western side with a shared path connection to Anzacs;
- rehabilitation of disturbed edges that are no longer required for parking and/or access;
- modernisation of toilet blocks with improved architectural form and advanced sewage treatment systems; and
- introduction of comfort and amenities including seating, viewing areas, interpretation and potentially picnic and barbeque facilities at high use sites.

Attachment B provides a more detailed assessment of the key management issues and opportunities to address these issues at all coastal locations within the Study Area.

Strategic Priority 2 – Consolidate Management Jurisdiction in the Right Hands

Nature Parks, BCSC and DEPI have been examining land ownership and management responsibilities at various sites for some time. The consolidation or rationalization of management responsibilities may be achieved through a range of measures including agreed transfer or lease of land, management

agreements (e.g. MOU) or through the preparation of master plans or management plans that detail desired future management outcomes and responsibilities.

The important principle is to allocate responsibilities for management to the manager best placed to undertake the specified activity. Table 2 identifies the management strengths of the Nature Parks, DEPI and the BCSC. Absence of a skill set from one column or another does not mean that there is not some capacity within either but rather that it is not necessarily a core business strength.

For instance, BCSC has natural area management expertise, but not to the level or resource capacity of Nature Parks or DEPI.

On this basis, it would be beneficial for:

- Nature Parks to pass control and management of road right of ways, parking areas and public toilets to BCSC;
- small parcels of land with conservation value to be consolidated into larger blocks (regardless of ownership) to reduce the potential for edge effect and to facilitate economies of scale for management efforts;

- land to be consolidated in Council control where there are significant urban pressures for land use (Smiths Beach, YCW and the Colonnades) including land under DEPI's aegis between the high and low water as a means of enhancing enforcement of regulations in this area; and
- Council to retain land they currently hold as freehold title for its offset values to the organisation¹⁶.

Map 4 indicates the location of proposed sites where boundary adjustments or land management arrangements would help rationalise land management in line with organisational management capacities of agencies including between PINP, BCSC, DEPI, Parks Victoria, Vic Roads and Melbourne Water. Locations shown on the map have previously been identified by PINP and also by BCSC, the latter within their *Crown Land Management Review 2014*.

Notional land tenure plans have been prepared for the sites to facilitate discussions with the agencies during the implementation stage of the KAP.

Some capital improvements or contributions may be required at any or all of the locations to ease the transitional arrangements. This is particularly the case given a land manager may be subsuming large parcels and facilities into their care with potentially high costs for making changes to meet expectations. Sharing the expense of important improvements in advance of transfer may foster the resolution of management jurisdiction issues. This may include joint applications between land managing agencies for grant funding to improve access, facilities and overall management of the areas.

Phillip Island Nature Parks	Bass Coast Shire Council	Department of Environment and Primary Industries
management of conservation values and sites	development and maintenance of road infrastructure, visitor and community facilities	State wide knowledge and expertise across a range of land management issues
development and management of major ecotourism attractions	development and approval processes	understanding of Federal and State government legislation policies
interpretation of conservation messages for visitor experiences	local community communications	working with agencies and Committees of Management
scientific research	traffic management	environmental research and monitoring
conservation participation, training and learning programmes	urban services and infrastructure	specialist management skills e.g. bushfire, water, biodiversity, indigenous land management, emergencies
	recreational trails and facilities construction and management	

Table 2: Management Strengths

¹⁶ Transition of ownership/management responsibility may also be contingent on how offsets are viewed. The current situation requires offsets to be on land in freehold title and not Crown land. Thus Council is

MAP 4

**SITES IDENTIFIED FOR
REVIEW OF MANAGEMENT
JURISDICTION**





Rationalisation of land jurisdiction at the Colonnades would allow closure of this road link and connection of the foreshore to a public park behind. Creation of a foreshore park will meet the needs of a growing suburban population for facilities at the same time that access to the beach is retained and made safe.



Strategic Priority 3 – Encourage Integrated Transport During Peak Seasons

Creation of an island-wide integrated transport system, particularly in peak season is a part of the solution to arrival and parking issues key activity nodes. Island wide transport options have already been considered¹⁷. These include:

- improved pedestrian footpaths within residential areas, particularly linking to the foreshore for short trips;
 - improved pedestrian and cycling connections between settlements and key activity centres and recreation nodes including shared and separated paths for cycling transport and as a visitor attraction; and
 - public transport between services, attraction and connections to other modes of travel.

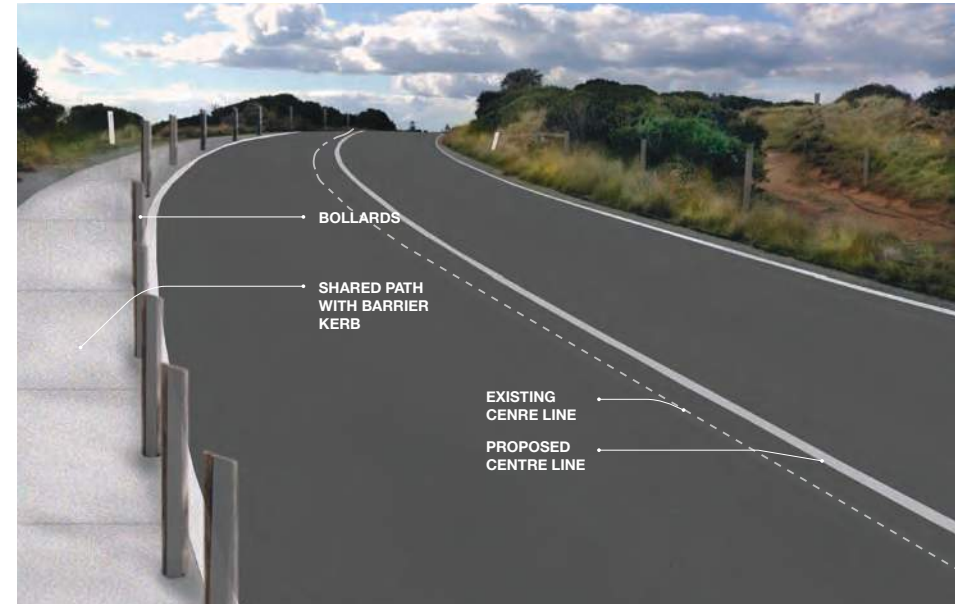
The latter is particularly important in resolving peak season issues at Smiths Beach, Anzacs and the Woolamai Surf Lifesaving Club where dangerous traffic conditions on roads are occurring and parking is at capacity. The ability for some users to park at alternative locations and arrive at their beach of choice by public transport would help reduce the problems at key destinations.



The intersection of Cape Woolamai Road and The Cranny. A roundabout at this location in combination with a shared trail to Anzacs and the Surf Club would enhance traffic management options on peak visitor days. Traffic could be controlled, pick up and drop off managed and safe access provided to visitor destinations on foot or cycle.

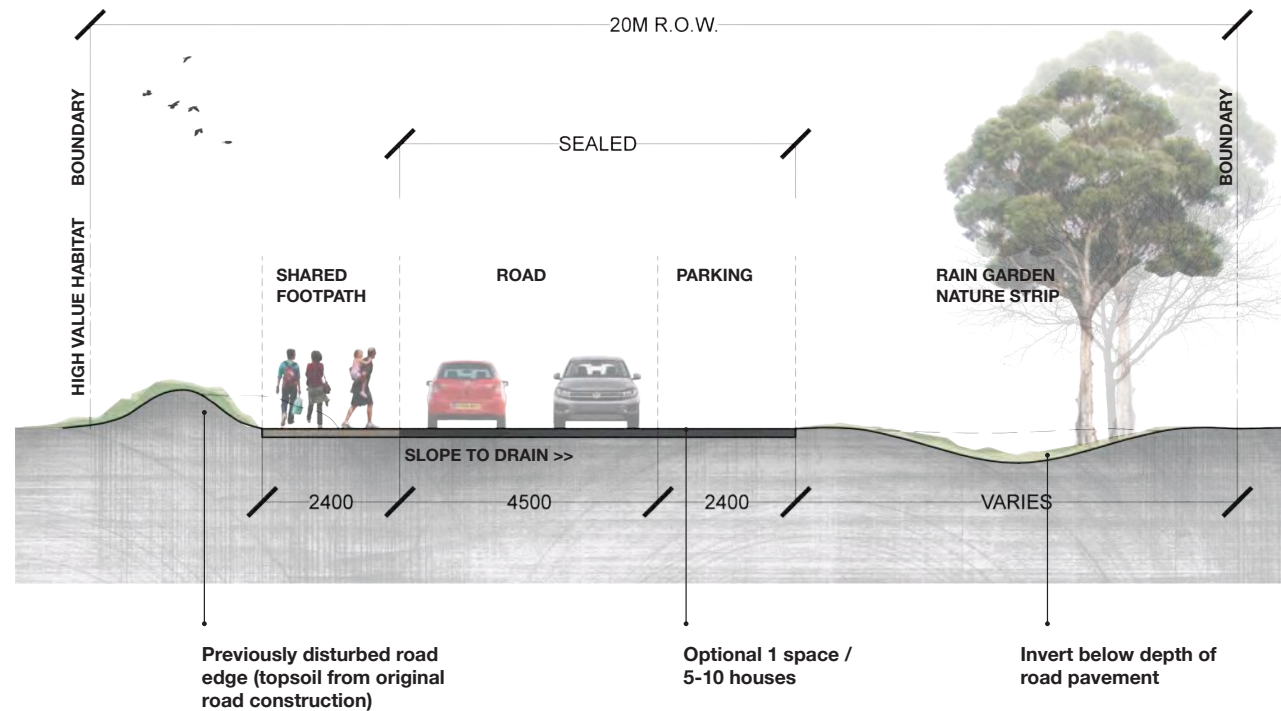


¹⁷ See GTA Consultants 2013. Bass Coast Shire Council – Phillip Island Integrated Transport Study for the Bass Coast Shire Council



A concept (above) showing a shared trail along the southern end of the Esplanade. A concept (top right) for a shared trail along Woolamai Beach Road north of the Anzacs site.

With careful design shared trail, vehicular movement, intermittent parking and stormwater retention can be achieved along the length of the Esplanade meeting a range of community needs while addressing concerns for amenity and conservation.





Surf patrols reduce the risk and attract users to where they operate. On peak days over-crowding occurs at shore-based facilities at the Cape Woolamai Surf Club and Smiths Beach. One option to reduce visitor impacts is to encourage surf patrols at new locations including YCW and Sunderland Bay with a view to spreading the load to additional locations where concerns can be better managed.

Strategic Priority 4 – Spread the Peak Demand to New Locations

One of the possible causes of over-crowding at Smiths Beach and the Woolamai Beach Surf Life Saving Club (the SLSC) is the presence of the SLSC with staff patrolling the beaches in peak season. People gravitate to locations where these services are provided because of the sense of security it gives them.

One way of spreading the peak load away from these sites is to support additional surf life saving patrolled locations. These might include:

- the Summerland Beach where there is more than adequate parking, extensive facilities and safe swimming conditions; and
- YCW Beach where there is the possibility of integrating the service with that occurring at Smiths Beach.

This concept might also be applied at other beaches within or outside the scope of the KAP investigations.

As an initial step in this direction, the SLSC should be consulted about the staffing requirements with such a move and what resources might be needed to help them make the required adjustments to their servicing.

Strategy Priority 5 – Review the South Coast Walk Route Options

Some members of the Island community have consistently promoted the vision of a South Coast Walk linking Nobbies to Cape Woolamai along the foreshore. There has also been mention of this walk connecting along the northern coast to Cowes. The potential has also been indicated for achieving shared use (e.g. walking, cycling, running) along the route. Accordingly the term ‘trail’ has been referred to in the assessment of route opportunities and issues.

Investigations reveal a number of constraints to achieving a continuous coastal trail including:

- land in public ownership is often steep and inaccessible with high risk for use and with the underlying geology prone to erosion and slumping giving rise to additional risk management concerns;
- extensive parts of the coastline are in freehold title and there is vehement private property owner opposition to government acquisition of their land to create public access or to negotiation that might allow it;
- widespread natural and cultural values and the potential impacts on these values; and
- the high costs of establishing and maintaining a long distance trail.

Together, these constraints significantly hinder any short to medium term possibility for a continuous trail, particularly between Kitty Miller Bay and Berry Beach, and from Pyramid Rock to YCW Beach where landowners have been most outspoken in their opposition to a trail. Amongst other things, their concerns include potential risk to bio-security of their farming operations and public liability risks.

Elsewhere, where there is potential for future land subdivision or rezoning, there may be opportunities to acquire a portion of the land necessary for a coastal trail or at least for a continuous inland trail that would link the settlements from Smiths Beach to the Colonnades at Cape Woolamai.

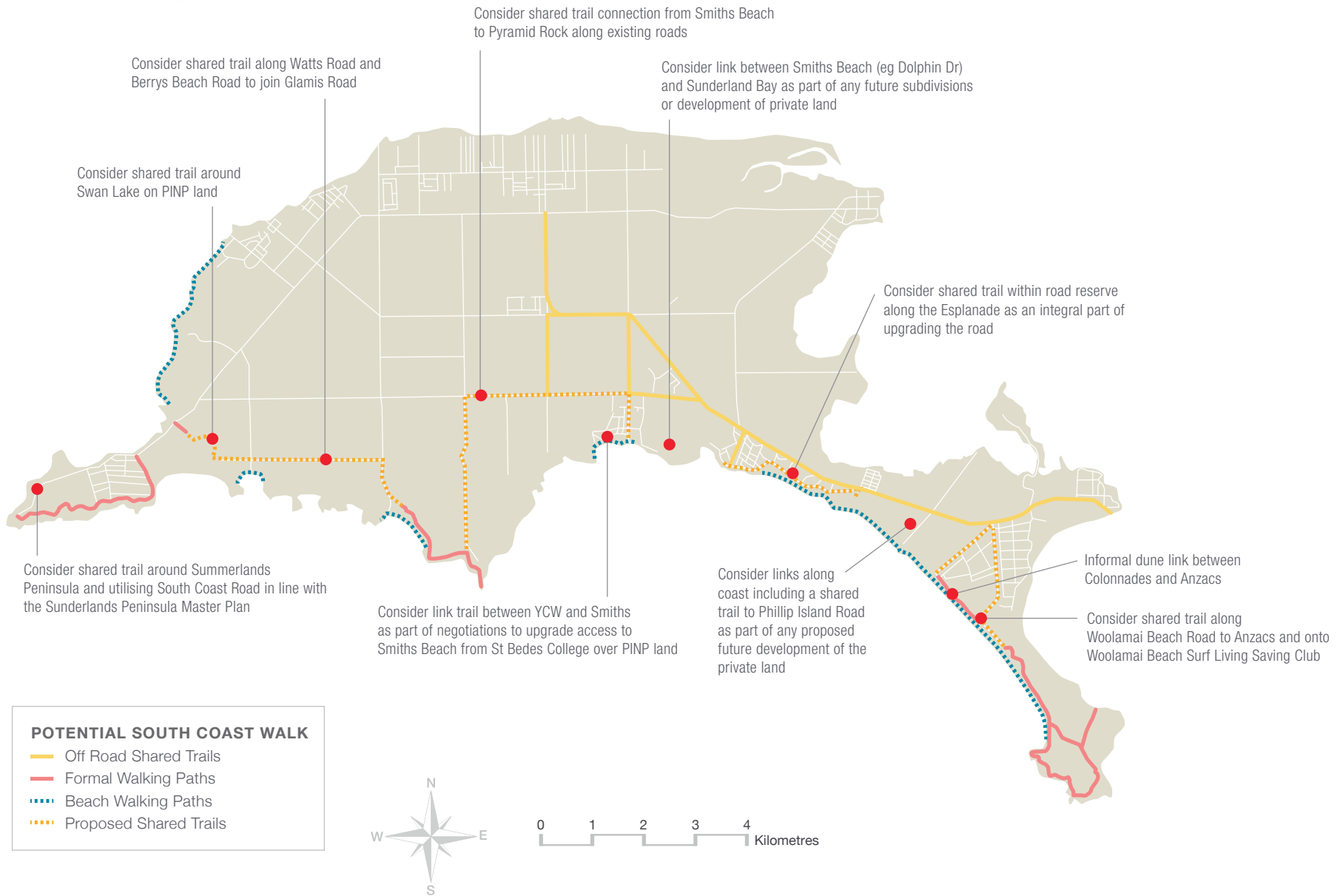
The latter aim (linking the key settlements) is seen to be the highest priority in the short to medium term for the considerable health and wellbeing benefits to local residents and visitors that would be gained. Map 5 shows short to medium term possibilities for extending the existing walk network with a view to achieving a South Coast Walk in the long term.



Steep, unstable slopes preclude the possibilities of a South Coast Walk being exclusively on public land. Private landowner support and/or the use of nearby roads will be a component of such a walk for the immediate to long-term future. Sunderland Bay and Berrys Beach pictured

MAP 5

POTENTIAL SOUTH COAST WALK ROUTE



The proposed trails offer possible loop options that are accessible by residents and would provide attractive 'circuits' for fitness, health and wellbeing close to where they live. This includes walking along beaches outside of very high tides when access can be difficult or unsafe.

The walks that exist or that are possible to create in the short to medium term have great marketing potential as signature walk experiences for Phillip Island. The walks on Cape Woolamai, between Pyramid Rock and Berrys Beach and along the coast of the Summerland Peninsula have the potential to be promoted as great coastal short walks, all offering spectacular ocean vistas from high cliffs, abundant wildlife viewing opportunities and a sense of remoteness. Inland, the short walk at Swan Lake offers remarkable wildlife viewing and along the coast, beach walking at low tide between the Colonnades and Magic Lands offers close proximity to big seas, beach combing and exposure to the fascinating geology of the foreshore. It also reduces the impacts on bird nesting if the tides are very high. Shorter beach walks elsewhere add to the diversity of opportunity and create valuable choice to address differing market needs.

Together these short coastal trails could be branded under the umbrella of the South Coast Walk, but with the distinctiveness of each trail being effectively marketed and promoted. The cluster of trails is likely to appeal to a wide cross section of the visitor market and allows scope for tourism operators to consider the feasibility of transport and guided services for half day and day walk experience products.

In the short to medium term, those trail users seeking a longer distance trail can physically find connections between the above mentioned short trails, but this will require walking/riding/running on road reserves and away from the coastline. This

may appeal to some bike riders but the experience is unlikely to appeal to the majority of walkers and visitors.

Horseriding is not compatible with managing the coast's natural values and PINP regulations do not allow horseriding to occur on land managed by Nature Parks. However there are locations on Phillip Island, primarily on private land, where horseriding can take place.

Strategic Priority 6 – Maintain Safety Measures that Restrict Access to Summerland Peninsula Cliffs

A review of the access arrangements to the foreshore along the Summerland Peninsula between Nobbies and the Penguin Parade was undertaken. This included a review of past policies, risk assessment reports, relevant environmental research reports on the Summerland Peninsula and Victorian Coroner reports regarding past fatalities where people have accessed foreshore cliffs and rock platforms. The review also involved site inspection along South Coast Road and community feedback during consultation.

The current management approach adopted by Nature Parks, is to provide no formal access down the cliff face and visitors are warned about the risks involved if they informally access the water level. This approach is considered appropriate and should be maintained in the future.

Whilst there are compelling reasons to maintain this policy from a risk management and conservation perspectives alone, the current access policy does not impact adversely on the visitor experience of the area. There are a number of designated and constructed access points to the coastline at various locations on Summerland Peninsula. The lookouts adequately address Nature Parks' charter to provide exceptional experiences of the nature of the coast and maintaining additional access points or access to points at water level



Rock platforms are inherently dangerous. Access to these areas is not promoted and signage warns visitors of the considerable dangers involved on the southern side of Summerland Peninsula.

are not required. The high cost of providing track infrastructure to allow safe access down the cliff face to the rock platforms cannot be justified. The current approach to access, then, meets triple bottom line requirements for social, economic and environmental benefits of access to the coast.

The current visitor experience would be enhanced through the development of a walking trail around Summerland Peninsula utilising the existing South Coast Road with the adoption of traffic management measures (e.g. consideration of one way traffic flow beyond Manndeville Road, slow traffic speed, walking along existing fire breaks) to allow share use with vehicles. The potential for providing shared trails on Summerland Peninsula

and along South Coast Road was identified within the *Summerland Peninsula Master Plan 2012*. The creation of a dedicated shared path through this landscape would provide users with an outstanding experience of the landscape and add to the Island's portfolio of outdoor experiences.

Strategic Priority 7 – Undertake Further Studies and Investigations

One of the required outputs from the KAP was the identification of further studies or investigations that may be required to advance implementation of the objectives of the KAP. These are listed in the Table on the right.

Identified Future Study and Investigations	Rationale
<p>Prepare design guidelines for coastal infrastructure and facilities on Phillip Island</p>	<p>Design guidelines would provide some consistency in the future provision of infrastructure and facilities by different land managers including BCSC, PINP and DEPI. The proposed guidelines should be consistent with the <i>Victorian Coastal Strategy 2014</i> and the Victorian Coastal Council's <i>Siting and Design Guidelines for Structures on the Victorian Coast</i>. The proposed guidelines should promote the incorporation of ecological sustainable design techniques, such as energy and materials efficiency and water sensitive urban design.</p>
<p>Resolve management jurisdiction and responsibilities at selected coastal locations within the KAP. This should also include a review of the status of all unreserved crown land within the KAP Study Area</p>	<p>The KAP and BCSC Crown Land Management Review 2014 Paper have highlighted key sites within the Study Area where management jurisdiction and responsibilities can be reviewed and resolved. These sites are shown on Map 4.</p> <p>This process may require: detailed boundary surveys to certify land tenure details, legal advice in relation to legislative processes and negotiation between the land management agencies. Outcomes may include transfer of land, lease of land or management agreements (e.g. MOU, joint management and master plans).</p> <p>The intention of the review of unreserved crown land is to rationalise management jurisdiction and responsibilities to ensure long-term sustainability. The review would be an opportunity to consolidate management responsibilities and enforcement of regulations around the use and activities between low water and high water in activity centres and recreation nodes identified herein.</p>

Identified Future Study and Investigations	Rationale
<p>Review the feasibility of a shared trail on Woolamai Beach Road from its intersection with The Cranny through to Anzacs</p>	<p>A shared trail would provide residents and visitors with safe and convenient access to Anzacs from Newhaven, and an alternative access route during peak periods of use. BCSC have investigated an alternative trail route but this creates potential safety risks where it crosses Woolamai Beach Road and into the car park at Anzacs. The proposed option would reduce the excessive pavement width of the road to create a shared path whilst in conjunction with a reduced speed limit of 40km/hr.</p> <p>The option also involves construction of a round-about at the intersection of Woolamai Beach Road and The Cranny with suitable drop-off and pick-up area adjacent to the shared trail. The round-about would allow for improved traffic management during peak use times in summer.</p>
<p>Prepare an overall master plan for the development of a shared trail between the Colonnades and Smiths Beach</p>	<p>The development of a shared trail has been identified in a range of reports including the <i>Phillip Island Integrated Transport Study</i>, <i>Sunderland Bay and Surf Beach Traffic Management Plan</i>, <i>Phillip Island South Coast Communities Community Plan</i>, <i>Phillip Island Bicycle Strategy</i> and the KAP. The highest priority should be for construction of a shared trail between Forrest Caves to Sunderland Bay in conjunction with upgrading The Esplanade. This can be achieved through innovative design within the existing road reserve without impacting on conservation values. The master plan should also cover potential trail links to land between The Colonnades and Forrest Caves, and between Sunderland Bay to Smiths Beach as development occurs in these areas.</p>

Identified Future Study and Investigations	Rationale
<p>Review the potential to extend the surf life saving patrols to other beaches within the KAP</p>	<p>Additional surf patrols would help spread use away from the existing patrolled beaches (Woolamai Beach, Cowes and Smiths Beach). Alternative locations may include Summerland Beach where there is more than adequate parking, extensive facilities and safe swimming conditions. This could utilise existing facilities rather than adding any new facilities that may impact on the natural values. At YCW Beach there may be the possibility of integrating the service with that at Smiths Beach. The SLSA should be consulted about the staffing requirements with such a move and the resources needed to make the required adjustments to their servicing.</p>
<p>Review the potential for vegetation offsets to be island based rather than with individual landowners</p>	<p>The current policy requires offsets to be on land in freehold title and not Crown land. Consideration should be given to negotiation with the State Government regarding the policy wherein the vegetation on Phillip Island could be considered in its entirety for the purposes of calculating offsets rather than on a landowner by landowner basis. If this was considered a feasible proposition, then it could encourage greater conservation efforts on private land with the assistance of PINP and BCSC and ease the constraints around the potential transfer of land between the Nature Parks, BCSC and other land managing agencies.</p>



Consideration should be given to the potential for surf lifesaving patrols at beaches such as Summerland and YCW in the future.



5 | IMPLEMENTATION STRATEGY



Rome wasn't built in a day, nor is it realistic to consider that the recommended actions can be all implemented over a short period of time. 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 from the KAP, who 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 (2015 - 2016);
- **mid-term** – commence within 5 years (2015 – 2019); and
- **long-term** – commence within 10 years (2015 – 2024).

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 within this Key Area Plan, there may be other higher priorities on Phillip Island for PINP 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 2015-2019 and then a revised action plans for 2020-2024.

No	Recommended Action	Responsibility	Priority	Timing
1	Adopt the South and North Coast KAP as part of the overall Nature Parks Planning Framework 2012-2017	PINP Board	high	short-term
2	Seek support in principle for the adoption of the South and North Coast KAP from key land managing agencies	BCSC, DEPI	high	short-term
3	Maintain the current policy applying to safety measures for access arrangements to the cliffs and foreshore along the southern coast of Summerland Peninsula	PINP Board	high	short-term
4	Review and resolve management jurisdiction and responsibilities at the selected coastal locations in the KAP and including a review of all unreserved Crown land on Phillip Island	DEPI, PINP, BCSC	high	short-term
5	Consult with SLSA about the resources and any lease arrangements required to potentially extend the surf lifesaving patrols to Summerland Beach and YCW Beach in the future	SLSA, BCSC, PINP, DEPI	high – moderate	short to mid-term
6	Prepare an overall master plan for the development of a shared trail between the Colonnades and Smiths Beach in the long term with highest priority for a trail between Forrest Caves to Sunderland Bay utilizing the Esplanade Road reserve	BCSC with involvement of PINP, DEPI and local community	high – moderate	short to mid-term
7	Prepare design guidelines for coastal infrastructure and facilities on Phillip Island	BCSC, PINP, DEPI	high – moderate	short to mid-term
8	Plan for the future upgrade of visitor infrastructure and site amenity at the Primary Activity and Recreation Nodes and other key coastal sites			
	8.1 Anzacs <ul style="list-style-type: none"> review land tenure and management jurisdiction consider feasibility for proposed shared trail connection from Anzacs to the intersection of Woolamai Beach Road with The Granny with proposed round-about to assist traffic management consider dynamic parking and access options 	BCSC, PINP	high – moderate	short to mid-term
	8.2 The Colonnades <ul style="list-style-type: none"> review land tenure and management jurisdiction install new stairs to the beach at Aussie Steps prepare a master plan that rationalizes roads and car parking layout, improves pedestrian safety and provides for future local play and picnic facilities 	BCSC, PINP, DEPI	high – moderate	short to mid-term

No	Recommended Action	Responsibility	Priority	Timing
8.3	<p>YCW and Smiths Beach</p> <ul style="list-style-type: none"> review land tenure and management jurisdiction investigate opportunity for shared trail link between Smiths Beach and YCW Beach; upgrade toilets with SLSA patrol and lookout facilities consider dynamic parking and access options 	BCSC, PINP, DEPI	high – moderate	short to mid-term
8.4	<p>Summerland Beach</p> <ul style="list-style-type: none"> assess the potential for Summerland Beach to become a more accessible public beach utilising current visitor facilities during the day (outside of Penguin Parade operational times) consider potential for surf patrol services during summer 	PINP, BCSC, SLSA	high – moderate	short to mid-term
8.5	<p>Woolamai Beach</p> <ul style="list-style-type: none"> review land tenure and management jurisdiction improve drop-off and pick-up capacity consider dynamic parking and access options 	BCSC, PINP	moderate	mid to long-term
8.6	<p>Pyramid Rock</p> <ul style="list-style-type: none"> review land tenure and management jurisdiction sealing the car park and creating designated car parking and turning areas upgrade the visitor toilets upgrade the interpretation signage on arrival and with the trails 	PINP, BCSC	moderate	mid to long-term
8.7	<p>Kitty Miller Beach</p> <ul style="list-style-type: none"> review land tenure and management jurisdiction monitor waste and environmental impacts given level of use and lack of public toilet improve functionality of the car park and safety at entry to the beach stairs 	BCSC, PINP, DEPI	moderate	mid to long-term
8.8	<p>Berry Beach</p> <ul style="list-style-type: none"> review land tenure and management jurisdiction improve functionality of the car park and safety at entry to the beach stairs and viewing from car park area 	BCSC, PINP, DEPI	moderate	mid to long-term

No	Recommended Action	Responsibility	Priority	Timing
8.9	<p>Gap Road</p> <ul style="list-style-type: none"> ▪ review land tenure and management jurisdiction ▪ upgrade functionality of parking and pedestrian safety associated with the racetrack ▪ continue to restrict public access to cliffs 	BCSC, PINP	moderate – low	short to mid-term
8.10	<p>Surfies Point</p> <ul style="list-style-type: none"> ▪ review land tenure and management jurisdiction ▪ seal the car park area ▪ fix drainage issues 	BCSC, PINP	moderate – low	short to mid-term
9	Review the potential for vegetation offsets to be island based rather than with individual landowners	BCSC, PINP, DEPI	moderate – low	mid to long-term
10	Minor review of the KAP Implementation Strategy in 5 years	PINP	moderate – low	mid to long-term
11	Major review of the KAP Implementation Strategy in 10 years	PINP	low	mid to long-term

ATTACHMENT A
Guidelines for Activity and
Recreation Nodes



No	Natural Areas	Local Access and Recreation Sites	Secondary Activity Centre and Recreation Nodes	Primary Activity Centre and Recreation Nodes
General Description				
	<p>These areas such as Cape Woolamai State Fauna Reserve and Summerland Peninsula have outstanding natural and cultural values that require protection. Management decisions are guided by an approved Management Plan or Master Plan. The areas can attract a high level of visitor access and facilities (e.g. Penguin Parade, Nobbies) although some areas have lower visitor numbers given limited access and remoteness (e.g. Cape Woolamai)</p>	<p>These locations are mostly used by the local residents living closeby or by island residents seeking access to good surf conditions or to avoid crowded locations. These locations are likely to attract regular use by local residents for recreational walks, walking the dog or for fitness. Typically only street parking, basic signs, walkways and access to the beach are provided at these sites.</p>	<p>These locations tend to receive more moderate levels of use and are more likely to attract a higher proportion of local residents than visitors. The sites can be overcrowded at times of peak use but not to the extent of the primary activity centres and recreation hubs. The level of existing infrastructure and facilities varies between different locations but are generally less developed than the primary activity centres and recreation hubs.</p>	<p>These locations are promoted as key visitor attractions on Phillip Island. The locations already have considerable infrastructure and facilities in place to cater for current use levels. These locations attract regular and often high levels of use, or have the potential to do so in the future. The locations are over-crowded at peak use times (e.g. hot days, great surf conditions, public holidays) creating major traffic, parking and safety issues and demand for additional facilities.</p>
Access Guidelines				
Roads	Sealed or well constructed gravel road	Sealed or well constructed gravel road	Sealed or well constructed gravel road	Sealed road
Walkways	Walkways designed to handle use e.g. constructed walkways, formed tracks, signed routes	Constructed walkways and stairs or formalized tracks	Constructed walkways and stairs or formalized tracks. All abilities access to visitor facilities would be desirable.	Constructed walkways and stairs. All abilities access to facilities (e.g. toilets, lookout points, paths) should be sought.
Bike paths	Only on designated tracks	No requirement but it would be beneficial to have a bike path along The Esplanade	Desirable but no specified need to be provided.	Desirable to have bike paths to all of these sites
Public transport	Desirable but no specified need to be provided.	Desirable but no specified need to be provided.	Whilst the future public transport network may not directly access these sites, it may provide opportunities that allow walking to the sites.	The recommended future public transport network would provide access to all sites other than Pyramid Rock.

	Natural Areas	Local Access and Recreation Sites	Secondary Activity and Recreation Nodes	Primary Activity and Recreation Nodes
Facility Guidelines				
Directional signs	Directional signs leading to the main access and facilities	No directional signs required	Directional signs leading to the location	Directional signs leading to the location
Car park	Sealed in high visitor use areas but may use gravel in low visitor use areas	Sealed or gravel car parking area with capacity of 3-5 spaces subject to available land/street space	Sealed car park with minimum capacity of 20 spaces	Sealed car park with minimum capacity of 50 spaces
Car park layout	Required in high visitor use locations but no specified need in low visitor use areas	Desirable but no specified need to be provided.	Designated car parking spaces e.g. line marking, wheel stops	Designated car parking spaces e.g. line marking, wheel stops. Allow for bus turning.
Arrival area	Required in high visitor use locations but no specified need in low visitor use areas	Desirable but no specified need to be provided.	Defined arrival area near walkway and facilities (to provide pedestrian safety) with barriers to restrict vehicle access	Defined arrival area near walkway and facilities (to provide pedestrian safety) with barriers to restrict vehicle access
Site signs	Required in high visitor use locations but no specified need in low visitor use areas	Small sign to indicate access and restrictions applying	Site signs to inform visitors of the site, facilities, features of interest and restrictions applying to access and use of the site	Site signs to inform visitors of the site, facilities, features of interest and restrictions applying to access and use of the site
Public toilets	Desirable in high visitor use locations but no specified need in low visitor use areas	Public toilets required if there is evidence of human waste despoiling the site over time	No specified need to be provided	Required in high visitor use locations but no specified need in low visitor use areas
Interpretation	Desirable in high visitor use locations but no specified need in low visitor use areas	Desirable but no specified need to be provided	Interpretation experience about coastal values may be provided (e.g. may include information, signs, seasonal programs, artwork etc)	Interpretation experience about coastal values should be provided (e.g. may include information, signs, seasonal programs, artwork etc)
Lookout	Desirable in high visitor use locations but no specified need in low visitor use areas	No specified need to be provided	Safe viewing area provided outside of the road and car parking area	Constructed scenic lookout is located near the arrival area or off the walkway

	Natural Areas	Local Access and Recreation Sites	Secondary Activity and Recreation Nodes	Primary Activity and Recreation Nodes
Facility Guidelines (continued)				
Seating	Desirable in high visitor use locations but no specified need in low visitor use areas	Desirable along walking tracks	No requirement but should be provided on coastal walks	Seating should be provided near the arrival area or off the walkway to enjoy the views
Picnic tables	Desirable in high visitor use locations but no specified need in low visitor use areas	No specified need to be provided	No requirement but some sites have the capacity to add such facilities e.g. Forrest Caves	Picnic tables should be provided near the arrival area
Outdoor shower	No specified need to be provided	No specified need to be provided	No requirement	Outdoor shower should be provided at all sites other than Pyramid Rock
Proposed Classification				
	Cape Woolamai	Ventnor (Devon Avenue to Cadogan Avenue) Sunderland Bay (2 sites on Esplanade) Surf Beach (4 sites on Esplanade)	Kitty Miller Beach Berry Beach Surfies Point Forrest Caves Colonnades	Summerland Bay Smiths Beach – YCW Beach Pyramid Rock Anzacs Woolamai Surf Beach

ATTACHMENT B
Recommended Improvements
at Coastal Locations



Area/Location	Key Issues	Management Opportunities
<p>SOUTH COAST Summerland Peninsula – access to southern side of coastline only</p>	<p>Past history of access to coastline e.g break near Lion Head (Scotchmans) for surfing, rock platforms for fishing, bays for diving</p> <p>Fatalities from fishing off rock platforms (5 people in last 7 years) without knowledge of tides and wave conditions – Coroner reports highlight risk management issues</p> <p>Management strategies directed at minimizing public risk</p> <p>No formal safe access is provided to the coastline</p> <p>Informal tracks traverse and disturb colonies and nesting birds such as Sooty oystercatcher, Pacific Gull, Little Penguin and Short-tailed shearwater</p> <p>Continued use of informal tracks however declining level of use over time</p> <p>Illegal parking of vehicles along the road associated with informal access</p> <p>Road between Nobbies to Penguin Parade is a BCSC road</p> <p>Occasional rock falls and mud slides from cliff face</p>	<p>Maintain current PINP policy to limit access and inform visitors of the conservation, safety and risk issues</p> <p>Install warning signage to protect environmental values and limit risk</p> <p>Monitor illegal access and impose penalties</p> <p>Consult with key users groups about the risk management issues</p> <p>Continue education and awareness of risk issues and management response</p> <p>Consider the opportunities for allowing greater public access to Summerland Beach outside of Penguin Parade times of use including the potential feasibility for introducing surf lifesaving patrol services during peak use times in future</p> <p>Continue to build upon the <i>Summerland Peninsula Master Plan</i> for developing a walking strategy on the peninsula.</p>
<p>NORTH COAST Devon Avenue to Cadogan Avenue, Ventnor</p>	<p>Limited management of stormwater drainage resulting in ponding and erosion</p> <p>Unsafe access down eroding cliff-face to reach beach from the informal car park</p> <p>Unsealed car park with without barriers resulting in over-flow car parking onto coastal reserve</p> <p>Risk issues with slippery surfaces on the boardwalk leading to the stairs</p> <p>Impact on roosting and nesting birds</p> <p>Moderate risk when walkers are trapped on beach away from access points by high tide</p> <p>Moderate concern for rock falls</p>	<p>Resolve overall street drainage issues including illegal disposal of stormwater from private properties to the reserve</p> <p>Better define car parking area with bollards and wheel stops</p> <p>Create pedestrian safe space for viewing</p> <p>Install signs and interpretation of coastal views and values</p> <p>Install sign about short walk to stairs that provide beach access</p> <p>Install marker pole at base of stairs to improve visibility of the stairs by beach users</p> <p>Add wire netting to boardwalk to improve walking surfaces or install non-slip boardwalk surface material</p>

Area/Location	Key Issues	Management Opportunities
<p>NORTH COAST Woolshed Bight to Flynn Reef</p>	<p>Limited public access opportunities other than at Devon Avenue (Ventnor) and Flynns Beach</p> <p>Land title boundary issues with landowners</p> <p>Coastal erosion</p> <p>Protection of wildlife habitat and conservation values</p> <p>Moderate risk when walkers are trapped on beach away from access points by high tide with impacts on dunes and wildlife if emergency egress required</p> <p>Poor presentation of toilets</p> <p>Braided tracks</p>	<p>Continue to manage primarily for conservation values whilst recognizing recreational use occurs without the need for visitor facilities</p> <p>Improve awareness of the walk and information about accessibility issues during high tides to help limit impacts</p> <p>Further research into title boundaries to confirm extent of management jurisdiction</p> <p>Seek co-operation with adjoining landowners for the management of coastal values</p> <p>Implement management actions for Flynns Beach car park and facilities as recommended in the Summerland Peninsula Master Plan</p>
<p>SOUTH COAST Kennon Head to western end of Kitty Miller Beach</p>	<p>Access restricted - private land abuts narrow strip of PINP reserve on steep slopes</p> <p>Trespass on private land as people skirt cliff edge to reach Penguin Parade</p> <p>Moderate concern for rock fall and landslip from coastal cliffs</p>	<p>Continue current management of the coastline for conservation and visual values</p> <p>Consider future opportunities that would allow safe public access along the coastline if supported by land owners</p> <p>Support conservation efforts on private land</p>
<p>SOUTH COAST Kitty Miller Beach</p>	<p>Attracts moderate use during peak season</p> <p>Poor presentation – no pedestrian safe area, arrival area indistinct from road surface</p> <p>No toilet facilities, toilet waste and litter on ground</p> <p>Some community opposition to proposal for installing toilets</p> <p>Safe beach but safety issues with walking on rock platforms in high tides or fishers being trapped on the rocks</p> <p>High risk when walkers are trapped on beach away from access points by high tide</p> <p>Concern about dogs being close to significant nesting habitat</p> <p>Limited public access beyond the bay as private land extends to Kennon Head and to Watts Point to cliffline and PINP limited to narrow strip on cliff face</p> <p>Need to review and land tenure and management responsibilities</p> <p>Likely to have increased use with congestion at Smiths Beach</p>	<p>Consider options for rationalising and resolving management jurisdiction issues</p> <p>Continue monitoring waste impacts and review the need for provision of toilets in future (current agreement to not have toilets for 5 years)</p> <p>Consider alternative design options for toilets that would minimize visual impact including the potential to access a reticulated water supply</p> <p>Improve pedestrian safety at the access points onto the car park by using bollards to create pedestrian safe zone at the trackheads.</p> <p>Review land tenure and management responsibilities for PINP and BCSC</p> <p>Continue current management of the coastline at Watt Point for conservation and visual values</p>

Area/Location	Key Issues	Management Opportunities
SOUTH COAST Kitty Miller Beach to western end of Berrys Beach	<p>Private land above narrow PINP reserve on steep slopes restricts public access between Kitty Miller Bay and Berrys Beach</p> <p>Very high conservation values</p> <p>Private landowners identify bio-security and public liability risks if public access is allowed over private land</p> <p>High risk when walkers are trapped on beach away from access points by high tide particularly for those accessing the wreck of the 'Speke'</p> <p>Moderate to high concerns for rock fall and slope failure on coastal cliffs</p>	<p>Continue current management of the coastline for conservation and visual values</p> <p>Support conservation efforts on private land</p>
SOUTH COAST Berrys Beach	<p>Poor presentation on arrival – unsealed car park, no pedestrian safe zone at entry to beach access</p> <p>Need to resolve land tenure boundaries and management responsibilities at Native Dog Creek given native vegetation values</p> <p>Toilet on crown land serviced by PINP</p> <p>Beach access staircase not on crown land but managed by PINP or BCSC</p> <p>Poor demarcation of the road and car parking area</p> <p>Likely to have increased use if congestion at Smiths Beach grows</p> <p>High concerns for rock fall and slope failure from cliff faces</p>	<p>Consider options for rationalising and resolving management jurisdiction issues</p> <p>Improve functionality of car parking area – seal to standard dimensions, line marking, stormwater drainage and pedestrian safe zones</p> <p>Restrict vehicle access at entry to the beach and toilets</p> <p>Create safer viewing area at northern end of car park by adding bollards and wheel stops</p>
SOUTH COAST Berrys Beach to Pyramid Rock	<p>Feral animals and weeds along walking trail</p> <p>Safety concerns along steep cliff edges</p> <p>Moderate to high concerns for rock fall and slope failure along coastal cliffs</p> <p>Safety concerns with people having to use Glamis Road to return to Berrys Beach</p>	<p>Weed management along the trail</p> <p>Consider opportunity for upgrading to a shared track along this length of coast</p>
SOUTH COAST Pyramid Rock	<p>Poor presentation on arrival to promoted tourist destination – unsealed, pot-holed car park, no safe pedestrian zone at edge linking to start of access tracks</p> <p>Busy at times especially holidays and weekends</p> <p>Lack of formal layout leads to inefficient parking</p> <p>Multiple informal tracks with safety and risk issues used for accessing surfing, diving and fishing spots</p> <p>Toilets detract from experience of place .</p> <p>Drainage problems evident down-slope from car park</p> <p>Moderate concern for rock fall</p>	<p>Consider options for rationalising and resolving management jurisdiction issues at Pyramid Rock</p> <p>Improve arrival, layout for car parking and pedestrian access</p> <p>Continue to promote walk an scenic lookout as major attraction</p> <p>Consider replacement of toilets in new location to reduce visual impact</p> <p>Fix drainage problems</p>

Area/Location	Key Issues	Management Opportunities
<p>SOUTH COAST Pyramid Rock to western end of YCW Beach</p>	<p>Private land abutting narrow PINP reserve on steep slopes restricts public access along this stretch of coast</p> <p>Surf destination in some conditions</p> <p>Informal track from Gap Road provides access to beach – unsafe due to steepness (rope used to assist)</p> <p>Dune erosion occurring at other informal access points</p> <p>Native vegetation values at risk of damage from weed invasion, informal access and erosion</p> <p>No effective drainage measures to deal with run-off from Gap Road and the Grand Prix track leading to erosion of cliff edge</p> <p>High concern for slope failure along coastal cliffs</p>	<p>Consider options for rationalising and resolving management jurisdiction issues at Gap Road</p> <p>Do not encourage or provide facilities for public access given the land tenure, major risk issues and high infrastructure costs related to relatively low use</p> <p>Remove weeds at Gap Road</p> <p>Resolve problems associated with run-off from the Grand Prix track dam</p> <p>Introduce barriers and signage to deter access at Gap Road</p> <p>Seek co-operation from users for restricting access at Gap Road</p> <p>Seek DEPI involvement as impacts occurring on crown land reserve</p>
<p>SOUTH COAST YCW Beach</p>	<p>Poor presentation and safety – unsealed car parks without line marking, no pedestrian safe zones at entry to top of access stairs and seating area</p> <p>High and increasing use especially holidays and weekends and as overflow to over-crowding at Smiths Beach</p> <p>Lack of formal layout leads to inefficient parking</p> <p>Anti-social behaviour on unsealed surfaces</p> <p>Various land tenure issues (BCSC, Crown, PINP) affect achievement of good management of the site</p> <p>Poor signage</p> <p>Toilets and change rooms in poor condition</p> <p>Poor drainage of the site</p> <p>Informal paths to beach and viewing locations</p> <p>Weed management</p> <p>Wire netting on the stairs old and damaged</p> <p>High use and crowded during peak times of use with parking spread throughout residential streets</p> <p>Moderate concern for rock fall and slope failure along coastal cliffs</p> <p>Moderate risk when walkers are trapped on beach away from access points by high tide</p>	<p>Consider options for rationalising and resolving management jurisdiction issues at YCW Beach</p> <p>Draft 2013 Master Plan addresses these issues and improves the layout for car parking, rehabilitates native vegetation, resolves safety issues and upgrades visitor facilities (e.g. timber deck, picnic tables, lookout, seating, directional signage, connecting paths).</p> <p>Consult with St Bedes College about the opportunity for shared trail link between YCW and Smiths Beach</p>

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<p>SOUTH COAST Smiths Beach</p>	<p>High use and over-crowding during peak times season with parking spreading onto residential streets nearby</p> <p>Some community pressure for the construction of a third walkway to the beach as a preference to using the all abilities ramp</p> <p>Surf Life Saving Club seeking to build a permanent patrol facility on the foreshore (near base of former stairs)</p> <p>Poor standard of the existing toilets, location detracts from arrival experience</p> <p>Windblown sand in the car park causing drainage problems</p> <p>Erosion at the back of the toilets and at the base of the dunes (behind the fences) from trampling</p> <p>Risk and management issues along the informal access track at the western end of the beach leading to St Bedes College accommodation and private residences</p> <p>Informal access on steep slopes with safety and erosion risks at the eastern end of the beach</p> <p>Limited car park expansion opportunities due to adjacent native vegetation (used by Council as offset) and proximity of residences</p> <p>Moderate concern for rock fall and slope failure along cliff faces under present conditions – note that changes to water flow as a result from new infrastructure on the beach has the high potential to cause eddying that would exacerbate erosion at the base of cliffs with resulting rock fall and/or slope failure</p> <p>High risk when walkers are trapped on beach away from access points by high tide</p>	<p>Consider options for rationalising and resolving management jurisdiction issues at Smiths Beach</p> <p>Upgrade the existing toilet facilities given high use of the location</p> <p>Consider the feasibility of adding stairs to the all abilities ramp (link between top and bottom ramps) that would provide convenient access to the beach without the need for major impacts on the dune face and beach</p> <p>Consider the feasibility for co-locating the proposed surf lifesaving patrol facility with the toilet building so that the potential for impacts from coastal processes are avoided</p> <p>Investigate dynamic parking and access options to better manage peak times of use</p> <p>Improve the drop-off and pick-up as a means of reducing congestion in the parking area</p> <p>Improve accessibility through introduction and promotion of alternative transport modes e.g. public transport, bike paths, walking paths</p> <p>Consider lifting the height of the footpath to assist with drainage problems in the car park</p> <p>Assess merit of constructing stairs in partnership with St Bedes College to address safety and risk issues and spread visitor load along the foreshore</p> <p>Close informal tracks and improve awareness of impacts with nearby landowners at southern end of Smiths Beach</p>
<p>SOUTH COAST Smiths Beach to western end of Sunderland Bay</p>	<p>Private land abuts narrow PINP reserve on steep slopes restricting public access along this stretch of coast</p> <p>Express Point considered an outstanding surf location in the right sea conditions but there is no access track.</p> <p>High public risks issues with coastal access including rock fall and/or slope failure</p>	<p>Consider the potential opportunities for establishing a shared trail link between Smiths Beach (possibly from Dolphin Drive) to Sunderland Bay as part of any future subdivisions or development of private land</p> <p>Consider options for rationalising and resolving management jurisdiction issues at Gap Road</p>

Area/Location	Key Issues	Management Opportunities
<p>SOUTH COAST Sunderland Bay</p>	<p>Poor presentation of public access points and viewing areas</p> <p>Steep slopes with a number of informal tracks</p> <p>Moderate concern for slope failure along coastal cliffs (exacerbated by changes to stormwater runoff patterns at the top of the cliff)</p> <p>Informal car parking areas along road</p> <p>Lack of coastal walking path east or west</p>	<p>Closure of high risk tracks</p> <p>Review impact of stormwater flows where entering the coast</p> <p>Consider upgrade of public access points and viewing areas</p>
<p>SOUTH COAST Sunderland Bay to western side of Surfies Point</p>	<p>Poor presentation of public access points and parking areas – ill-defined, lack of pedestrian safe areas, encroaching onto surrounding vegetation</p> <p>Steep slopes with safety risks and erosion</p> <p>Number of informal tracks to foreshore</p> <p>Risk of damage to nesting sites</p> <p>Lack of footpaths along the Esplanade with missing trail link between end of new track at Sunderland Bay Road through to Surfies Point</p> <p>Un-patrolled surf break</p> <p>High concern for rock fall and/or slope failure along coastal cliffs</p>	<p>Rationalise informal tracks and encourage use of constructed stairs at end of Sunderland Road to reach the beach</p> <p>Install vehicle barriers at Sunderland Road car park and rehabilitate edges</p> <p>Support investigation of options for a shared trail within the road reserve along the Esplanade from Barry Street car park linking to Surfies Point and general upgrading of road and parking, stormwater management, parking lay by and paths</p> <p>Consider sealing and line marking of car parks and creation of pedestrian safe zones</p> <p>Install parking for bikes</p>
<p>SOUTH COAST Surfies Point</p>	<p>Poor presentation at car park - ~ 50 spaces, loose uneven gravel surface</p> <p>Site impacts especially on the grassed area resulting from heavy use</p> <p>Some drainage issues</p> <p>High levels of use at times</p> <p>No toilet or other supporting facilities</p> <p>Un-patrolled surf break</p> <p>High concern for slope failure along coastal cliffs</p>	<p>Consider options for rationalising and resolving management jurisdiction issues at Surfies Point</p> <p>Consider sealing the car park</p> <p>Consider extending the boardwalk or hardening the paths and some seating locations within the grassed areas to reduce site impacts</p> <p>Fix drainage issues</p>

Area/Location	Key Issues	Management Opportunities
SOUTH COAST Surfies Point to Bruce Avenue	<p>Extensive nesting sites along the foreshore</p> <p>Informal car park and overflow parking in busy times along the road (road parking narrow)</p> <p>Dog management</p> <p>Un-patrolled surf break</p> <p>Moderate concerns for dune and beach erosion</p> <p>Some low concern for slope failure along coastal cliffs</p>	<p>Support investigation of options for a shared trail within the road reserve along the Esplanade with general upgrading of road and parking, stormwater management, parking lay by and paths</p>
SOUTH COAST Crazy Birds (Hopetoun Avenue)	<p>Poor presentation of public access point and parking area – ill defined parking, pot-holing</p> <p>Un-patrolled surf break</p>	<p>Consider formalising car park, pedestrian movement, seating in conjunction with Esplanade upgrade</p>
SOUTH COAST Bruce Avenue to western end of Forrest Caves	<p>Extensive nesting sites along the foreshore</p> <p>Aboriginal values in caves</p> <p>Dog management</p> <p>Un-patrolled surf break</p> <p>Moderate concern for beach and dune erosion</p> <p>Some low concern for slope failure along coastal cliffs</p>	<p>Continue to manage for conservation values</p> <p>Continue to restrict access to formed paths</p> <p>Consider shared trail link between Forrest Caves and the Esplanade</p>
SOUTH COAST Forrest Caves	<p>Poor presentation of public access point and parking area – ill defined parking, pot-holing, over-scaled gravel area</p> <p>Toilets In poor condition</p> <p>Potential dune erosion</p> <p>Un-patrolled surf break</p> <p>Moderate concerns for dune and beach erosion</p> <p>Some low concern for slope failure along coastal cliffs</p>	<p>Consider options for rationalising and resolving management jurisdiction issues at Forrest Caves visitor area</p> <p>Improve arrival, layout for car parking and pedestrian access</p> <p>Consider replacement of toilets in new location to reduce visual impact</p>

Area/Location	Key Issues	Management Opportunities
SOUTH COAST Forrest Caves to western end of The Colonnades	<p>Private land restricts public access behind beach</p> <p>Informal access through shearwater rookery and down steep cliffs to beach at end of Veterans Drive</p> <p>Un-patrolled surf break</p> <p>Moderate concern for beach dune erosion</p>	<p>Maintain no access sign and discourage use at end of Veterans Drive</p> <p>Consult with Boardriders Club about access issues</p> <p>Consider the potential for new shared trail links between Forrest Caves and the Colonnades and to Phillip Island Road with any future development plans for private land</p>
SOUTH COAST The Colonnades	<p>Poor presentation – unsealed roads and parking</p> <p>Road reserves unsealed and inefficiently used as informal car park</p> <p>Pot holes and poor drainage results in puddling on the road</p> <p>Impacts on nesting sites and erosion of the dunes</p> <p>High levels of use and growing in peak times</p> <p>Need to resolve land tenure and management responsibilities Un-patrolled surf break</p> <p>Some low concern for beach and dune erosion</p>	<p>Consider options for rationalising and resolving management jurisdiction issues at the Colonnades</p> <p>Develop a formal car park centred around the entry road (Tampa Road) with sealed surface and line marking, stormwater management, pedestrian safe movement</p> <p>Rehabilitate excess road space and protect nesting sites at eastern end of the car park</p> <p>Consider the potential for a local park (e.g. play, picnic) between the car parking area and access stairs to the beach</p>
SOUTH COAST The Colonnades to western end of Anzacs	<p>Highly used track off Beresford Drive with steep eroded slopes leading down to the beach</p> <p>Trail behind the dunes from The Colonnades to Anzacs passes through shearwater habitat with potential impacts on nesting sites</p> <p>Mobile dunes subject to wind and wave action</p> <p>Moderate concern for beach erosion</p>	<p>Implement PINP plans to construct stairs ('Aussie Steps') to the beach to address high use, risk and safety concerns</p> <p>Retain informal trail route to Anzacs located behind the dunes but consider boardwalk construction near the shearwater nesting sites at the western end</p> <p>Formalise the trail connection from the residential areas of the Colonnades to reduce site impacts and damage to nesting sites e.g. signs, fencing, hardening of the surface</p>
SOUTH COAST Anzacs	<p>Considerable sand moving onto the stairs through the dune face</p> <p>High levels of use during peak times with overflow parking occurring along the Woolamai Beach Road</p> <p>Risk and safety concerns with traffic movement, parking and high levels of visitation</p> <p>Impacts on extensive nesting sites along the foreshore and Woolamai Beach Road</p> <p>Vandalism and high maintenance costs with the toilet</p> <p>Moderate concern for mobile dunes and beach erosion</p>	<p>Consider options for rationalising and resolving management jurisdiction issues at Anzacs</p> <p>Consider a shared trail connection with reduction of the existing road pavement on Woolamai Beach Road that would link to the residential areas to Anzacs</p> <p>Consider installing a round-about at the intersection of Woolamai Beach Road and The Cranny with drop-off and pick-up options to help reduce congestion within the car parking area during peak times of use</p> <p>Investigate dynamic parking and access options to better manage peak times of use including options for safe shared trail connections to residential areas and parking areas</p> <p>Improve accessibility by alternative transport modes e.g. public transport, bike paths, walking paths</p> <p>Impose stronger restrictions on car parking outside of defined areas</p>

Area/Location	Key Issues	Management Opportunities
<p>SOUTH COAST Anzacs to western side of Woolamai Beach Surf Lifesaving Club</p>	<p>New walking track proposed behind the dunes through rehabilitated areas</p> <p>High concern for mobile dunes and beach erosion</p>	<p>Retain the natural dunes as there would be significant issues with the proposed route given proximity to primary duneface, high erosion risks due to coastal processes and high construction costs</p> <p>Consider a shared trail connection with reduction of the existing road pavement on Woolamai Beach Road between Anzacs and the Woolamai Beach Surf Life Saving Club in the longer term</p>
<p>SOUTH COAST Woolamai Beach Surf Life Saving Club</p>	<p>High levels of use during peak times with overflow parking occurring along the length of Woolamai Beach Road</p> <p>Risk and safety concerns with traffic movement, parking and high levels of visitation</p> <p>Wind blown sand within the car park (PINP undertaking works to remove sand and harden sites)</p> <p>Drainage problems in car park and at Club</p> <p>Erosion of the dunes with sand removal, sand boarding and informal tracks</p> <p>Dune revegetation areas slow to recover due to wind and sand drift</p> <p>High concern for mobile dunes and beach erosion</p>	<p>Consider options for rationalising and resolving management jurisdiction issues</p> <p>Investigate dynamic parking and access options to better manage peak times of use</p> <p>Improve drop-off and pick-up to help reduce congestion within the car parking area</p> <p>Improve accessibility by alternative transport modes e.g. public transport, bike paths, walking paths</p> <p>Close informal tracks and minimize disturbance to the dunes</p> <p>Impose stronger restrictions on car parking outside of defined areas</p>
<p>SOUTH COAST Woolamai Beach Surf Life Saving Club to Magic steps</p>	<p>Protection of significant conservation values</p> <p>Erosion of dunes and base to the stairs at Magic Steps creating safety concerns</p> <p>Safety at high tide</p> <p>High concern for beach and dune erosion</p> <p>Moderate concern for slope failure along coastal cliffs</p> <p>High risk when walkers are trapped on beach away from access points by high tide</p>	<p>Consider age/condition of stairs and realignment if replaced to reduce erosion risk and create better alignment to the walking tracks to Cape Woolamai</p> <p>Upgrade signage at start of Cape Woolamai walks (PINP have commenced works)</p>
<p>SOUTH COAST Cape Woolamai</p>	<p>Protection of significant conservation values</p> <p>Weed management</p> <p>Risk and safety management issues</p> <p>High concern for slope failure along coastal cliffs</p> <p>Damage to sand dune face with sandboarding and training at Spew Hill</p>	<p>Implement the recommendations of the Vegetation Management Plan and Fire Management Plan for Cape Woolamai</p>



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Phillip Island
South and North Coast
Key Area Plan

October 2014