

31 May 2017

Ref: CBCO 1192

Aaron Garrett
Project Team – Moolap Coastal Strategic Framework Plan
PO Box 103
GEELONG VIC 3220

RE: The draft Moolap coastal strategic framework plan

Dear Aaron

The Central Coastal Board welcomes the opportunity to comment on this next stage of planning for future use of Moolap.

The Victorian Coast is treasured by Victorians and visitors. However, the Victorian Coastal Strategy identifies significant challenges that our coast will face in the next generation. Principal issues affecting Moolap's future include the projected increase in population and the impact of climate change.

Considering the impact these issues will have on the entire Victorian Coast the Central Coast Board recommends that a coast-wide perspective should be applied to Moolap and a once in a lifetime opportunity be taken to create a coastal park, with rehabilitation of the natural environment. With increased loss of our coastal areas and beaches from rising sea levels and increased erosion predicted by 2100, as well as increased visitation to the coast because of population growth, Moolap presents an opportunity to provide a valued natural resource for both recreation and environmental protection for the Victorian community. This is particularly true if the extensive urban growth on the west coast of Port Phillip Bay and surrounding Geelong area are considered. We believe further suburban development should be directed to these areas and not to our valued coastal space.

We make the point that the plan mentions, 'there is currently no need for additional regional scale parks'. In all other sections of the plan it talks about "future needs" e.g. urban housing. It also mentions 'there is approximately 25 year's supply of residential land zoned in the Greater Geelong area'.

It is important that this plan is informed by the best science on climate futures and coastal processes available. If it is endorsed by Government, it will form an expectation or approval in principle for the landuse recommended in each planning precinct.

We understand that DELWP is soon to release a new portal which provides a second pass risk (impact) assessment for the Victorian coast. It is based around consideration of climate futures (and many technical aspects) and looks at resultant hazards of erosion and inundation. It also covers aspects of exposure, sensitivity of the coast to these changes (e.g. use of Smartline data), inherent adaptive capacity as well as coastal protection infrastructure. We trust that an analysis of this data will inform the proposals in the final version of the plan.

The width of the Crown land coastal reserve is critical in a) acting as a buffer to protect the coast from hazards and b) retaining public access to the foreshore and supporting a wide range of social, economic and environmental values. The land ownership map (p5) indicates that the foreshore is too narrow to achieve these functions. With regards to Alcoa owned land a foreshore reserve is yet to be acquired (presumably as part of the negotiations supporting residential /industrial/ tourism use). It is an important opportunity to ensure that sufficient allocation for the width of the foreshore is made and informed by the second pass risk assessment. We also strongly support use of a new 'coastal hazard

overlay' in planning schemes to formerly communicate the known or potential risk related to coastal processes.

Consideration should also be given to the likely location of coastal acid sulphate soils and the need to avoid disturbance of these areas. This is most relevant to the low lying saltworks and wetlands precinct and would also support use as a regional park.

While we support the idea of a 'Pt Henry trail' along the coast its design and sitting again need to be informed by an understanding of coastal vulnerability and an assessment of the impact from introducing people to some of the more sensitive environments such as bird habitat areas.

While we recognise there will be strong interest in developing a marina and boating precinct for Moolap it should be noted the existing CCB Recreational Boating Facilities Framework does not identify this area as a logical location for such a development. We certainly do not support the need for two extra boating areas (flagged for the Point Henry and south-east precincts). Boating will have implications for the important seagrass beds associated with the adjacent marine area and planning should balance boating and other users' needs both on land and in the water.

The Victorian Government has committed to being a leader in Climate Change and its mitigation. There is no mention of how the plan for Moolap will address this and indeed there is very little mention of innovation e.g. no mention of renewable energy, self-sufficiency and transport options which should be considered as part of a sustainable futures plan.

Final comments include:

- The title, *The draft Moolap coastal strategic framework plan* seems unnecessarily wieldy, is it the plan for future use of Moolap?
- The vision would be better expressed as a simple statement about the desired future for Moolap- the current list of things loses impact.
- The principles should embrace monitoring, improved information and research to help in decision making.

We trust these comments have been helpful and if you have any further enquires please contact Annette Hatten, the CCB Program Manager on 5226 4552.

Yours sincerely



Ross Kilborn
Chair, Central Coastal Board

Copy – Victorian Coastal Council