

## Submission for the investigation "Assessment of Victoria's Coastal Reserves"

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Description:

Unfortunately need to keep this short, so will mainly focus on Cumberland River and Nepean Bay Bar, neither of which is explicitly included nor entirely excluded from your scope. Cumberland River Holiday Park leases the property 2680 Great Ocean Road, Lorne, from GORCC. This is coloured as "Coastal reserve" on your maps at a scale too small to resolve useful detail, and is unlabelled. As a business entirely dependent on seasonal and occasional visitors for income, the chain of control, DELWP > GORCC > Lessee > Resident managers is at least one layer too deep, especially since the lessee exited two other similar ventures. It also means there is no formal channel for communication between authorities and the seasonal visitor community, a void I've been trying to fill leading into and through my retirement, but this summer looks likely to be my last unless we get a V/Line stop, one of a few nuisance matters that have made no progress, others being: \* Cumberland River not being a place in the official hierarchy which compromised emergency response to the Wye River fire and following winter road closures due to floods and landslips; \* GORCC losing responsibility for the rest of the PPRZ area surrounding the title to the National Park (and the beach much earlier) leaving it nowhere relevant to reinvest its lease income; \* The then Country Roads Board when reconstructing the road between Lorne and Cumbo 50 years ago opened a gravel pit right on the then well made and well used track to Castle Rock which dominates the valley and their successors have never bothered to reinstate, the track deteriorating unacceptably; \* The seasonal community's number one wish for an underpass within the wide road bridge span has had no response; \* Parks not yet finding the resources to reinstate sections of the up river track and the beach steps which have fallen into disrepair. Nepean Bay Bar is a geological structure across the southern section of Port Phillip which is highly visible on "satellite" maps and marine charts, often labeled "Great Sands" and centred on Mud Island(s). Holdgate et al [2011] shows that this structure had closed the Bay 2,800 years ago, Lake Phillip evaporating down to 22 metres below current sea level, until the barrier was breached and the Bay reflooded only 1,000 years ago. While obviously longer, reinstatement of this natural barrier looks more practical than any closure closer to the Rip, if Melbourne is to be protected from sea level rise. (Geelong can be added as a bonus by diverting the Barwon along an old course into Corio Bay and reinstating the lava flow barrier between Hospital Swamp/Reedy Lake and Lake Connemare.) It appears to be well within engineering competence to reinforce and built transport links across such barriers and some intervening lowlands to provide protection against at least the first 20 metres of sea level rise, but in the process making what would no doubt be strongly contested changes to way too many coastal reserves (and even more exclusions) to discuss individually here. This is also not the place to get into discussion about the misperceived environmental health of Port Phillip, but as an off the rocks diver along much of the coast between Lorne and Cape Otway, the Bay held no appeal. In turn that should not distract advice on climate change from full awareness that the last 7,000 years of almost stable sea level (outside Port Phillip) is an historical aberration, with reasonably rapid change being the Pleistocene normal. So all these coastal and marine policies need to be developed in full awareness that ecosystem succession is a normal and necessary process which restores natural health, but doesn't look like anybody's fantasy of sustainability. I only got to Mud Island this year, having

presented re Nepean bay Bar at either end of 2017, the slides for which are at:  
<https://www.slideshare.net/ynotds/nepean-bay-bar>  
<https://www.slideshare.net/ynotds/nepean-bay-bar-update>