

**Victorian Hang Gliding & Paragliding Association**  
PO Box 157  
Northcote  
VIC 3070

## **Victorian Hang Gliding & Paragliding Association**

### **SITE MANAGEMENT PLAN**

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Site Visions – Proposed developments

#### **i. Background**

The sport of Hang Gliding commenced in the very early 1970's with its sister sport, Paragliding starting in the late 1980's.

The steady rise of participation throughout Australia, now numbering upwards of 3,600 active pilots, along with a complementary increase of international visiting pilots, are increasing the usage of existing launches.

Most present day launches were originally sited in the early years of Hang Gliding with the sole intention of getting the gliders of the day into the air. Since those days much has changed; Urban development, environmental impact recognition, glider technology, performance & types, safety requirements, user numbers etc.

Recent years have shown an increasing necessity for a controlled approach to the management of, establishment, access, and operation of Hang Glider and Paraglider launch sites throughout Victoria and particularly on land managed by state government entities, Parks Victoria (PV) or Department of Environment, Land, Water & Planning (DELWP, formerly Department of Sustainability & Environment).

During 1992 approaches were made by the then Department of Conservation and Environment regarding statewide licensing of launches in Victoria.

Little progress was made by either party in establishing the process whereby this could be achieved. All the while and since, negotiations have been undertaken 'ad hoc', and uncoordinated, between various individual pilots and Park Rangers. Neither guidelines nor requirements were available to either party.

In August 1998, the Parks Victoria Board made a decision to develop a standard licence to cover the use of all hang gliding launch sites in PV managed park areas.

The requirement for a Site Management Plan (SMP) evolved from the cooperative efforts of Parks Victoria, Natural Resources & Environment (now DELWP) and VHPA to develop a standard state licence/permit.

The SMP forms the basis of the VHPA policy for the proposed development/management of sites, and the VHPA management document to assist in the development and maintenance of the standard licence requirements and sites located on PV and DELWPE managed land.

## **ii. Scope**

This SMP addresses issues including, management lines of communication, authorities, site establishment, site maintenance, environment, public access & safety, user guidelines, flight regulations, and landing requirements. These issues will be outlined generically and, where appropriate, within each specific sites, 'Site Vision'.

## **iii. Distribution**

Copies of this SMP are available on VHPA website for use by;

- Department of Environment, Land, Water & Planning
- Parks Victoria
- Hang Gliding Federation of Australia & members
- Victorian Hang Gliding & Paragliding Association
- Victorian regional HGFA affiliated clubs;
  - Dynasoarers Hang Gliding Club
  - Melbourne Hang Gliding Club
  - North Eastern Hang Gliding and Paragliding Club
  - Skyhigh Paragliding Club
  - Southern Microlight Club
  - Victorian Airhogs
  - Western Hang Gliding Club
- Other interested parties

## **1. Management Strategy**

The management strategy taken in this plan is to provide directions for a co-ordinated approach to the management and maintenance of hang gliding and paragliding launch sites, particularly sites located within Parks Victoria managed park areas with high usage, or maintenance requirements. This provides a workable framework by which the requirements of land management, sport operations and provision of public facilities can be satisfied. It is noted that there are many 'informal' sites used for launching which are not included either within this plan or necessarily on the VHPA website site guide.

## **2. State Authorities & Points of Contact**

The responsible authorities and points of contact for the management of hang glider and paraglider launch sites with DELWP and PV managed park areas has been;

**Department of Sustainability & Environment**

Richard Wadsworth  
Statewide Recreation & Tourism Coordinator  
Land & Fire Services  
2/30 Prospect Street  
Box Hill VICTORIA 3128  
Ph: +61 3 9296 4609  
Fax: +61 3 9296 4708

**Parks Victoria**

Rebecca Porter  
Commercial Services Officer  
1103 High Street Road, WANTIRNA SOUTH, VIC 3152  
PO Box 1260, GLEN WAVERLEY VIC 3150  
P: (03) 9881 6721 | M: 0438 037 802 | F: (03) 9619 0814

Most recently;

Tim Shepherd  
Manager Commercial Agreements  
Finance and Commercial Division  
Level 10  
535 Bourke Street  
Melbourne VIC 3000  
P: (03) 847 2862 | M: 0407 327 637 | E: tim.shepherd@parks.vic.gov.au

**Victorian Hang Gliding & Paragliding Association \***

PO Box 157  
Northcote  
VIC 3070  
Attention: Site Development Officer  
[www.vhpa.org.au](http://www.vhpa.org.au)

Either party may, with notice to the other party, delegate its authority to a local representative for the purposes of practicality, improved communication or implementation.

*\*The Victorian Hang Gliding & Paragliding Association (VHPA), a non-profit, voluntary organisation, is the recognised regional body of the Hang Gliding Federation of Australia (HGFA), the national regulatory body authorised under Civil Aviation Regulations to administer the operations and licensing of all Hang Gliding and Paragliding pilots.*

**3. Applicability**

This management plan shall be applicable to all existing and proposed sites, either listed on the VHPA sites listing, DELWP or PV licence agreements, located, or proposed to be located, within Parks Victoria managed park areas. It may also include sites not yet managed by the state government entities.

**4. Site Establishment & Design**

Members of the HGFA proposing the establishment of launch sites that may be located within Parks Victoria managed park areas should in the first instance, communicate with the VHPA site development officer either directly or via their local club committee.

The site development officer shall review proposals and determine if submission to Parks Victoria is appropriate. Parks Victoria and VHPA representatives shall together review the initial submission, determine an outcome and initiate any actions required.

Site launches shall be designed as appropriate to the location. The launch shall be laid out in a manner that provides the optimum launch situation without compromising safety, and with consideration to ancillary site requirements such as spectator control, vehicle access, tree growth and aesthetics. See also 'Ramp definitions'. The site establishment guidelines available on the HGFA website is also a valuable resource.

## 5. Site Access and Restrictions

Launch sites shall be accessible to members of the Hang Gliding Federation of Australia. Suitable warning signage shall be erected where appropriate, to deter approach and access by members of the public. Where appropriate, facilities will be provided to accommodate the public and spectators.

## 6. Signage

If appropriate and agreed with the land manager, suitable warning signage shall be erected to inform members of the public of any dangers involved with approach to launches. If appropriate, signage may also be installed to inform launch users of such site elements as launch heights, site restrictions, hazards and designated landing areas, etc. Signage construction and design shall be appropriate for the particular location such as;

**Type A.** High visibility warning signs of the galvanised street sign type. Suitable where specific dangers to either pilots or spectators exist or site restrictions are applicable.  
Eg; Mt Buffalo.

**Type B.** Low visibility, aesthetically subdued signs such as engraved treated pine. Suitable where no specific dangers to either pilots or spectators exist or site restrictions are applicable and are provided primarily as an information service to spectators or pilots.

Sign types and standard designs are available via the Parks Victoria Risk Management Signage document.

Specific conditions to be considered for inclusion on signs;

Each site usually has very specific signage requirements in addition to the 'type' of sign (high/low visibility), variations in land form, weather, ownership, etc will determine the specific conditions to be considered for inclusion on signs. The specific inclusions may also need to be amended over time.

The following list is provided to indicate items that should be considered when designing/selecting suitable signage;

- Management responsibilities
- Contact numbers, emergency services, clubs, pilots etc
- Heights ASL & AGL
- Launch Direction
- Access and restrictions (licences etc)
- Flight hazards (powerlines, turbulence, etc)
- Prohibited flight areas(stock, prisons, airspace, etc)
- Nearby acceptable landing areas
- Designated launch/landing areas
- Wind directions
- Paddock gates
- Conduct with local populations
- Flora (care, removal, etc)
- Stock (damage, frightening, danger, etc)
- Other warnings or hazards
- Littering restrictions
- Smoking restrictions
- Fly neighbourly advice
- Fire hazard and emergency contacts

- Spectators
- Vehicles (use of, parking, access, etc)

## 1. Site Maintenance & Development

The VHPA or managing clubs generally implicitly perform site condition and assessments for operational suitability and recommend appropriate maintenance work to be carried out. Works carried out shall ensure suitable standards of operational launch safety are maintained.

Regular minor maintenance to sites or structures shall be undertaken by the VHPA without concurrence with PV or DELWP. As a matter of courtesy, PV/DELWP may be informed prior to minor maintenance. Major maintenance shall be undertaken by the managing club/VHPA after notification and agreement with DELWP/PV.

- Minor maintenance is defined as that maintenance required to keep the launch and/or landing areas to an agreed standard. It is minor repair work to ramps or structures, repair of minor ground erosion, grass or bush growth trimming.
- Major maintenance is defined as that maintenance required to substantially or significantly alter the agreed standard or appearance of the launch and/or landing areas. It is re-contour ground ramps, tree removal or lopping, installation or removal of structures or ground cover (artificial or natural).
- Structures are defined as any permanent or semi-permanent manufactured feature and may include; launch ramps (built up ground ramp or construction), buildings, fencing, signs, stiles and purpose built windsock supports.

Developments or improvements under consideration by either DELWP, PV or VHPA shall be considered and agreed by both parties before any works are undertaken.

## 1. Environmental Impact

Unlike many sports that require significant investment in infrastructure (such as carparks, club houses, tracks, playing fields, roadways or service), environmental impact of the sports of Hang Gliding and Paragliding is minimal with the appropriate launch area design and use. With the main 'playing field' conducted in the air, the sports require minimum infrastructure. The high visibility of the craft near population or tourist areas usually translates to an increase in spectators. The implementation of new, and maintenance of existing sites, needs to be undertaken to ensure minimal environmental impact.

## 2. Fly Neighbourly

The VHPA 'Fly Neighbourly' site use guidelines are regularly published and often signposted. Each is included in the VHPA website site guide and is outlined here for information. They include:

- Maintenance of goodwill with landowners
- Responsibility of actions
- Flight responsibilities and regulations
- Use of designated landing areas
- Littering
- Access to property
- Climbing over gates & fences
- Leaving gates as found
- Landing in the vicinity of stocked or cropped areas
- Vehicle speeds
- Overfly of prohibited areas
- Minimise risk of transmission of stock or fauna disease
- Minimise risk of transplant of non-indigenous flora
- Minimisation of environmental damage

- Minimise risk of grass or bush fire
- No smoking policy on launch or landing areas
- Notification to fire authorities of outbreaks through the use of UHF or VHF radio

## 1. Pilot/Site Ratings

All pilots, as required by Commonwealth law, must be members of, and be flight certificated by, the HGFA. The HGFA has in place a series of standard pilot experience ratings. To reduce the potential for accidents a site reference rating correlating to pilot certificated flight experience ratings are applied. This rating reflects the difficulty of either; the launch, flight conditions or landing, for the particular location. Pilots are recommended to fly only sites to their piloting standard. The site ratings are determined by a committee of experienced pilots, safety officers &/or managing club standing officers.

## 2. Insurance

The HGFA has arranged a policy of insurance to provide liability cover in respect of property damage and personal injury. The policy is intended to provide indemnity or funding for the insured, where they become legally liable to some other party to pay compensation for personal injury or property damage caused by hang gliding or associated activities.

The policy provides insurance cover for a broad range of individuals and organisations including the HGFA, its financial members, its State Associations and member clubs and importantly “Owners of property or land being used by members of the Hang Gliding Federation of Australia Inc in the course of hang gliding and related business activities”.

## 3. Operational Regulations

### Flight Operations

All flight operations shall be conducted in accordance with the Hang Gliding Federation of Australia Operations manual and Civil Aviation Regulations.

### Landings

Landings to be performed within Parks Victoria managed park areas shall be made only in designated landing areas as per the VHPA site guide. Landings elsewhere in Parks Victoria Park areas may only be made in the case of emergency.

Landings to be performed within or outside Parks Victoria managed park areas shall be performed in accordance with the HGFA operations manual and regulated under Civil Aviation Orders, Part 95, Section 95.8. Specifically, this order *“does not confer on an operator of a hang glider to which this section applies any rights as against the owner or occupier of any land on or over which the operations are conducted, or prejudice in any way the rights and remedies which a person may have in respect of any injury to persons or damage to property caused directly or indirectly by the hang glider”*. \*1

Pilots will not select or designate as an intended landing area, nor land on, except in circumstances of necessity, any property in respect of which permission to land has been expressly denied.

## 4. Dispute Resolution

In the event of dispute between any pilot, ranger or third party regarding site usage, access, maintenance or authority, this shall be forwarded for resolution by the points of contact identified in the section above entitled ‘State Authorities & Points of Contact’.

## 14. Aircraft Definitions

For the purposes of this document, the following general description may describe either of the following craft:

Hang Glider;

Foot launched flex wing HG (FAI Class 1 hang glider under 70Kg) operating in Australia under CAO 95.8.

Foot launched rigid wing HG (FAI Class 2 hang glider under 70kg) operating in Australia under CAO 95.8.

Paraglider;

Foot launched PG (FAI Class 3 hang glider under 70kg) operating in Australia under CAO 95.8

Trike;

Weight Shift Microlight operating under CAO 95.10

## 15. Ramp Definitions

Ramp is a generic term to describe the 'launch run' area used by Hang gliders and Paragliders. Ramps can be categorised into two types: a ground ramp or constructed ramp.

### Ground Ramps

Ground ramps may be further categorised as;

- Natural or,
- Prepared

The preferred ramp is a natural, smooth surfaced, increasing slope, unobstructed area. This requires no earthworks, little maintenance effort and does not change the overall environmental 'look' of the area.

A prepared ramp may require minor changes to the natural surface, itself becoming almost unnoticeable over time, or a prepared ramp may require more significant change to the slope angle, surface type or wider area.

Prepared ground ramps may require landfill, landscaping, tree/brush removal, surface smoothing or installation of a surface coat, ie Astroturfing or Enviromat.

### Constructed Ramps

Constructed ramps may be Wooden or metal and are usually built either over, or as an extension to a cliff edge or in such a position where the natural ground slope is unsuitable due to steepness, surface type or flora.

## 16. Site & Club Responsibilities

| <u>Site</u>         | <u>Management Responsibility</u>   |
|---------------------|------------------------------------|
| Bell Beach          | Dynasoarers (Dynasoarers HG Club)  |
| Ben More            | Western (Western Victoria HG Club) |
| Berry's Beach       | Skyhigh (Skyhigh Paragliding Club) |
| Birchip             | Private                            |
| Cairns Bay          | Skyhigh                            |
| Cape Liptrap        | Skyhigh                            |
| Craigie Road        | Skyhigh                            |
| Eagles Nest         | Skyhigh                            |
| Elmhurst Hill       | Western                            |
| Eumeralla           | Dynasoarers                        |
| Flaxmans Hill       | Dynasoarers                        |
| Flinders – The Bowl | Skyhigh                            |
| Flinders – Monument | Skyhigh                            |
| Grannies Grave      | Dynasoarers                        |
| Johanna             | Dynasoarers                        |
| Landscape           | Melbourne (Melbourne HG & PG Club) |
| Logans Beach        | Dynasoarers                        |
| Mariners Lookout    | Dynasoarers                        |
| Mt Ben Nevis        | Western                            |
| Mt Broughton        | Melbourne                          |

|                                 |   |
|---------------------------------|---|
| Mt Buangor                      | Western                                   |
| Mt Buffalo – The Gorge          | North Eastern (NE Victorian HG & PG Club) |
| Mt Buffalo – Paragliding Launch | North Eastern                             |
| Mt Buningyong                   | Western                                   |
| Mt Dandenong                    | Melbourne                                 |
| Mt Donna Buang                  | Melbourne                                 |
| Mt Elliot                       | VHPA                                      |
| Mt Emu                          | North Eastern                             |
| Mt Gordon                       | Western                                   |
| Mt Hollowback                   | Western                                   |
| Mt Lonarch                      | Western                                   |
| Mt Meuron                       | Dynasoarers                               |
| Mt Mittamatite                  | VHPA                                      |
| Mt Sugarloaf                    | Western                                   |
| Murmungee                       | North Eastern                             |
| Mystic Bowl                     | North Eastern                             |
| Ocean Grove                     | Dynasoarers                               |
| Portland                        | Dynasoarers                               |
| Portsea                         | Skyhigh                                   |
| Savhill                         | Melbourne                                 |
| Shoreham                        | Skyhigh                                   |
| Spion Kop                       | Dynasoarers                               |
| Sunnyside                       | Skyhigh                                   |
| Tawonga Gap                     | North Eastern                             |
| The Paps                        | Melbourne                                 |
| The Pines                       | North Eastern                             |
| Three Sisters (Flowerdale)      | Melbourne                                 |
| Werribee Gorge                  | Western                                   |
| Yarragon                        | Skyhigh                                   |

Note; Some sites may have shared management responsibilities.

This listing is not definitive and management responsibilities may change from time to time. Reference should be made to the VHPA website site guide for more up to date information.



## Site Visions – Proposed Developments

Following is the complete list of all proposed site developments;

### **Bell Beach**

The Bell Beach area consists of two launches. The Paragliding launch at the Southside Carpark cliffs has an installed astroturf ground ramp. The decade of use since this installation has demonstrated some degradation of the the area and the launch redeveloped by Dynasoarers and Parks Victoria to create a sustainable launch

The Hang Gliding launch area located on the cliffs locally known as ‘Winkipop’ is a natural ground ramp with coastal heather. The launch is proposed to be developed in accordance with the Bell Beach Master Plan (Surfcoast Shire).

#### Proposed Development

This site requires little development. The Bells Beach Master Plan proposes a constructed facility (ground ramp).

### **Ben More**

Ben More is located on privately owned land. No developments are proposed within the scope of this report.

### **Berry’s Beach**

Used infrequently since the mid 70’s, Berry’s Beach is a grassy rounded cliff top. No developments are proposed.

### **Birchip**

Birchip is located on privately owned land. No developments are proposed within the scope of this report.

### **Cairns Bay**

Cairns Bay is a grassy rounded cliff top. No developments are proposed.

### **Cape Liptrap**

The Cape Liptrap launch and landing are located near the Cape Liptrap lighthouse, within the Cape Liptrap Coastal Park, South of the township of Venus Bay.

‘Liptrap’ has been used for hang gliding since before 1983. In the early ‘90’s an unknown individual cleared an area without permission to enable safer landings. This area has subsequently regrown a covering of coastal grasses and appears part of the natural landscape. Only from the air can the landing area be identified as such. Landings within the area causes no damage to the vegetation.

The launch is an un-profiled natural ground ramp, ideal for Paraglider launch, but a little onerous (in certain weather conditions) for Hang Glider launch due to its gentle run off. The natural ground cover is short and does not obstruct launches.

The usual landing area is located just behind launch and is a Tea Tree clear area.

No developments are proposed.

## **Craigie Road**

Craigie Road has been in use since the early 80's. The launch consists of a grassy, unstable, filled cliff edge. Some (as yet undefined) development is under consideration by Skyhigh/Melbourne.

## **Eagles Nest**

Eagles nest has been prohibited for use by Parks Victoria due to presumed distraction to passing vehicles by the local ranger! Negotiations to re-open this site are proposed. No developments are proposed

## **Elmhurst Hill**

Elmhurst Hill is located on privately owned land. No developments are proposed within the scope of this report.

## **Eumeralla (Red Rocks)**

An unstable, sharp edged cliff top located at the end of Hurst Rd adjacent to the Eumeralla Scout Camp. The site was extremely popular during the 80's and early 90's, the receding cliff top has made launches dangerous for Hang Gliders. Paragliding launches may still be accomplished. Parks Victoria has in recent years become land manager. No developments are proposed.

## **Flaxmans Hill**

Located at the end of Mathiesons Rd in the Bay of Islands Coastal Park. Flown since the mid 1980's, infrequently and mostly by local pilots from the Warrnambool area, it has in recent years become more frequently visited by Melbourne based pilots seeking flights with a spectacular difference.

International visitors are recommended to visit Flaxmans as an alternative to trying to launch in the Twelve Apostles area.

The launch is a natural, unobstructed ground ramp, suitable for Hang Gliders and Paragliders.

Landings are often performed within the paddocks adjoining the park, however the easiest approach and safest landing spot is the area immediately behind launch, some 20 metres from launch extending back to the management track.

No developments are proposed.

## **Flinders – The Bowl**

The Flinders Bowl launch had the wooden ramp removed and replaced by a ground ramp in 1998. The site is heavily used, particularly during the summer months when South East winds prevail, and is extremely popular for Paragliding. The launch was redeveloped in 2013 by Skyhigh/Parks Victoria.

No developments are proposed.

## **Flinders - Monument**

A grassy sharp descent cliff top usable for Hang gliders and Paragliders.

No developments are proposed.

## **Grannies Grave**

Located to the South of Logans beach on the southern side of the river estuary. Grannies grave is a series of grass topped sand dunes. No developments are proposed.

### **Johanna**

The Johanna site has been in use since the late 1970's. During this time the launch locations have varied from the top of the dunes to the peak of the coastal hill to the West. The saddle of the coastal hill to the West of the park entrance roadway has been the launch site since 2000. No developments are proposed.

### **Landscape**

Landscape is located on privately owned land and consists of two ground ramps. West and North.

#### Proposed Developments

Installation of a suitable surface covering (Astroturf) to the northern ground ramp.

### **Logans Beach**

Logans beach is the centre of the Warrnambool Whale watching area. Consisting of a series of high dunes translating to sloping grass covered cliffs and vertical rock cliffs towards the East.

#### Proposed Developments

It is proposed a launch area be defined some distance from the Whale lookouts. Suitable signage is to be installed and depending on the location selection, reshape launch surface.

### **Mariners Lookout**

Mariners Lookout is a grassy, clear, coastal hill located on privately owned land. No developments are proposed.

### **Mt Ben Nevis**

The Mt Ben Nevis launch is a large unobstructed sloping rock face. No developments are proposed.

### **Mt Broughton (Thistle Hill)**

Mt Broughton is a large grassed inland hill with an unobstructed ground launch. No developments are proposed.

### **Mt Buangor**

Mt Buangor has been prohibited for use by Parks Victoria due to dispute with park adjoining landowner.

The Mt Buangor launch was cleared in the 1970's for the purposes of Hang Gliding. A wooden launch ramp was constructed and remained in place until early 1999. The ramp was not built to any standard and was demolished due to its potential accident liability. The launch is a cleared steep slope ending in a vertical rock face.

#### Proposed Development

It is proposed the launch be reopened, a ramp be installed to a standard equivalent to that of the Mt Buffalo ramp. Vandal proof signage is to be installed advising spectators of ramp access restrictions and providing pilot information concerning any property in respect of which permission to land has been expressly denied.

Specifically, the Buangor signage shall include optimal flight conditions to ensure access to non-prohibited landing areas, Landing area maps, land owner rights and pilot responsibilities.

### **Mt Buffalo – The Gorge**

This is Australia's most well known inland mountain site and is recognised worldwide as one of the best in the world. The site accommodates significant numbers of pilots and spectators and has been in continuous use since the mid 1970's.

The Mt Buffalo Hang Gliding launch is a constructed steel/wooden ramp overlooking the Mt Buffalo Gorge. A spectator viewing area is located above, behind and to one side of the launch providing safe and excellent viewing for the public. Appropriate access, safety and pilot information signage is in place.

No further developments are proposed for the launch site. The ramp underwent reconstruction in 1998 and new signage has been placed. The launch/set up/viewing area operates very successfully in its current configuration.

### **Mt Buffalo – Paragliding Launch**

Reid's Lookout, a suitable launch for Paragliders, is located on the Western side of the Gorge some distance off the main tourist walks. Launches are performed from various spots on a large natural sloping rock platform. The launch is used infrequently due to the nearby 'Mystic Bowl' prepared launch on Bright Hill within the outskirts of the township of Bright.

No developments are proposed.

### **Mt Buningyong**

Mt Buningyong is a large inland hill.

No developments are proposed.

### **Mt Dandenong**

The Mt Dandenong launch was 'developed' at its current location (immediately downslope of the central TV mast) in the mid eighties by Mr Stephen Ruffels and other members of the then soon to be founded Eastern Hang Gliding Club. Initially a removable ramp was installed to assist launch clearance from the treeline. This was abandoned as unworkable, further ground ramp construction and tree pruning occurred. The launch is a popular viewing point with local walkers. A constructed metal ramp was installed in 2006.

#### **Proposed Development**

It is proposed maintenance work be undertaken to prune the tree and brush growth that has occurred directly downslope of the launch.

A large area uphill of the existing metal ramp would be suitable for Paragliding use. Ideally this area, with associated removal of some trees and scrub, if developed would eliminate the existing ramp location.

### **Mt Donna Buang**

Mt Donna Buang (also referred to as Ben Cairn) is a constructed ramp overlooking the Warburton Valley through a prepared tree slot. The site allows Hang Gliding launches only due to the ramp design. The growth rate of the trees and undergrowth requires annual monitoring and site use is prohibited throughout the winter months. A prepared setup area exists above and directly across the road from the ramp.

No developments are proposed.

### **Mt Elliot**

Mt Elliot has had considerable ground ramp reshaping works undertaken during the 2008/2009 seasons.

No developments are proposed

### **Mt Emu**

Mt Emu has had considerable ground ramp resurfacing works and access road works during the 1998 – 2000 period.

#### Proposed Development

A site development (including some tree height lopping) is currently in progress with VHPA/PV. This plan includes rock obstruction removal, installation of surface covering and tree lopping..

### **Mt Gordon**

Mt Gordon is a grassy clear round hill located on privately owned land. No developments are proposed.

### **Mt Hollowback**

Mt Hollowback is a grassy clear round hill located on privately owned land. No developments are proposed.

### **Mt Lonarch**

Mt Lonarch is a ground ramp cut through a wide tree slot.

No developments are proposed

### **Mt Meuron**

Mt Meuron is a coastal hill overlooking the Great Ocean Rd.

#### Proposed developments

Ideally positioned for a public lookout the proposed developments includes a marked and cleared access track from the nearby roadway. The launch site is a small natural cleared area on the hillface. It is proposed the ground surface be cleared of the low thorny bushes.

### **Mt Mittamatite**

The Embry's lookout launch at Mt Mittamatite near Corryong in North East Victoria was included in a recent survey of launches throughout the park.

No developments are proposed.

### **Mt Sugarloaf**

Mt Sugarloaf is a cleared natural ground ramp through a tree slot. No developments are proposed.

### **Murmungee**

Murmungee is a ground ramp cut through a wide tree slot.

No developments are proposed.

## **Mystic Bowl**

Mystic Bowl (Bright Hill) is located on Victorian Pine Corporation land.

### **Proposed Developments**

A major, long term development plan, has been undertaken by North Eastern Victoria Hang Gliding and Paragliding Club to develop the Mystic Flight Park. Negotiations are currently underway to procure additional land to improve the landing area and create alternate launch area.

## **Ocean Grove**

The launch currently used at Ocean Grove is located beneath the lookout on the carpark escarpment.

No developments are proposed.

## **Portland**

No developments are proposed.

## **Portsea - London Bridge**

Portsea has had a prepared launch for a number of years, the most recent launch installed by Parks Victoria is located above and to the East of the main access walkway down to the London Bridge beach. Very popular for Hang Gliding and Paragliding the site sees heavy usage throughout the year. The launch was redeveloped in 2013 by Skyhigh/VHPA/Parks Victoria.

No further developments are proposed.

## **Savhill**

Private land. Savhill was developed in 2010, major earthworks were undertaken via the Melbourne Hang Gliding Club.

### **Proposed Development**

Installation of drop toilet.

## **Shoreham**

Shoreham is located on privately owned land. No developments are proposed within the scope of this report.

## **Spion Kop**

The Spion Kop launch is located near Airey's Inlet within the Angahook-Lorne State Park overlooking the Moggs Creek area. The site is also variously referred to as Moggs , Fairhaven, Airey's or Spion.

Victoria's most popular and well known coastal site throughout the entire year with peak usage and spectator attendance occurring in the summer months.

The site was first flown mid to late 1975, originally from the peak of the hill on the property of the then Smith family, and sometimes from the dunes alongside the lower road. It moved to its present site in 1978. Some siteworks have been performed since this time, notably road metalling, drainage work, indigenous species replanting, site delineation and astroturf added to control erosion. The land was handed over to PV in a subdivision deal (Tambara Estate, 1997/8).

The site is very popular with spectators due to its high visibility location and extensive tourist throughput. Planning work has commenced to redevelop the entire launch and provide a world class hang gliding launch site in line with the Victorian State Government objective of promoting the Great Ocean Road as a tourist destination. The site was redeveloped in late 2010 to include a more delineated launch, better set up area, professionally installed astroturf surfacing, vehicle parking, spectator viewing & information facilities, drainage and erosion control. The plan was submitted by the local Dynasoarers Hang Gliding Club, co-sponsored by VHPA, through the Parks Victoria Grants Program 1998.

#### Proposed Development

After landing, glider pack up is presently performed either on the beach or within the carpark. Proposed improvements are to either (a) construct a grassed pack up area or wooden platform within the creek mouth area or (b) delineate a pack up area within the car park and relocate existing signage & fencelines to facilitate glider carriage from the beach.

#### **Sunnyside**

No developments are proposed

#### **Tawonga Gap**

Tawonga Gap is a ground ramp cut through a wide tree slot.

No developments are proposed.

#### **The Paps**

The Paps has launch sites for each cardinal direction.

No developments are proposed.

#### **The Pines**

Private property. No developments are proposed

#### **Three Sisters (Flowerdale)**

Three Sisters is located on privately owned land. No developments are proposed within the scope of this report.

#### **Werribee Gorge**

Werribee Gorge is located on privately owned land. No developments are proposed within the scope of this report.

#### **Yarragon**

Yarragon is located on privately owned land. No developments are proposed within the scope of this report.