Gippsland
Boating Coastal Action Plan 2013
A strategic framework for recreational boating in Gippsland
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Sale
Loch Sport and Southern Lake Victoria
Lake Wellington, McLennan Straits and Northern Lake Victoria
Paynesville and surrounding area
(Newlands Arm, Raymond Island, Eagle Point)
Mitchell River, Nicholson River, and Tambo River
Metung and Nungurner
Sperm Whale Head and Gippsland Lakes southern shores (Rotamah Island, Ocean Grange, Steamer Landing, and the Barrier Landing)
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Regional context

Recreational boating continues to grow in popularity throughout Victoria and particularly in coastal Gippsland. The Gippsland coastal region extends more than 700 kilometres from Anderson Inlet in South Gippsland to the Victoria–New South Wales border near Mallacoota in East Gippsland. The diversity of natural environments and number of protected water bodies provide a wide range of opportunities for people to enjoy virtually any water-based activity along Gippsland’s coastline. Throughout the region there are many organisations and government agencies involved in managing recreational boating and in maintaining boating facilities.

About this plan

The Gippsland Boating Coastal Action Plan 2013 provides strategic guidance for planning and developing recreational boating facilities in Gippsland. It has been prepared to reflect the approach of the Victorian Coastal Strategy 2008 and to update the 2002 Gippsland Boating Coastal Action Plan.

It provides a framework for planning and management of recreational boating and recreational boating facilities in the region that:
- is well coordinated
- is well accepted by the people and organisations affected by it
- deals effectively with the issues facing recreational boating and its interaction with people and the environment
- is likely to be practical for at least the next five years
- takes into account longer term factors affecting the region, such as climate change
- will assist in guiding funding and resources.

Community consultation has been an important component in developing the latest plan. People using boating facilities at 16 popular boating locations participated in surveys and discussions in December 2010 and January 2011. More than 40 special interest and community groups took part in meetings and discussions held between November 2010 and May 2011.

A draft plan was exhibited for comment for six weeks during March–May 2012 and almost 300 submissions were received. A number of changes were made to the draft as a result of submissions and supplementary consultations with stakeholders.

Vision and principles

A vision for recreational boating in Gippsland is:

Recreational boating in the coastal areas and waterways of the Gippsland Coastal Board region will be able to be enjoyed safely by participants of all abilities. Site appropriate and well-maintained infrastructure will provide facilities and destinations for a wide range of recreational boating activities in harmony with the natural attractions of the region.

This vision is supported by principles regarding community benefits, investment, equity and impacts. These should be considered during the planning stage of any proposals or works.

The main issues

A number of important issues have been identified. These are:
- climate change and sea level rise
- coastal planning and management
- boating and the natural environment
- dredging
- ocean access
- boating and local communities
- competition between users
- the adequacy of current facilities
- the potential role of new technologies.

Strategic directions

The strategic directions for recreational boating in the Gippsland region are:
- to develop a coordinated network of facilities
- make boating safer, enjoyable and available to users of all abilities
- to ensure the long-term sustainability of facilities
- to provide a coordinated management approach.

These directions aim to ensure that recreational boating facilities are located where:
- they are supported by appropriate onshore facilities
- they do not impact adversely on the natural environment
- they can be maintained effectively and efficiently.
Boating areas
For the purpose of planning for recreational boating, the Gippsland coastal region has been divided into three areas: South Gippsland, Gippsland Lakes, and East Gippsland. An assessment of the existing condition of all recreational boating facilities in the area was undertaken. It recorded the type of facility, its condition and the adequacy of its onshore support facilities. An overall condition rating was given for each facility. This information has been made available to the relevant management agencies and will help to guide their decisions regarding investment in new or upgraded facilities.

Recommendations and priority actions

Future role of facilities
The future role of each boating facility or collection of facilities is described using the terminology of the ‘recreational boating facilities hierarchy’ developed in the Victorian Coastal Strategy (which is explained in detail in Section 6.1).

The plan recommends two ‘state marine precincts’, seven ‘regional boating precincts’, eight ‘district boating facilities’ and local, basic and informal boating facilities. The designated higher-level facilities are shown below.

<table>
<thead>
<tr>
<th>Future role of facilities</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>State marine precinct</td>
<td>Paynesville</td>
</tr>
<tr>
<td></td>
<td>Lakes Entrance</td>
</tr>
<tr>
<td>Regional boating precincts</td>
<td>Inverloch</td>
</tr>
<tr>
<td></td>
<td>Loch Sport</td>
</tr>
<tr>
<td></td>
<td>Mallacoota</td>
</tr>
<tr>
<td></td>
<td>Metung</td>
</tr>
<tr>
<td></td>
<td>Port Albert</td>
</tr>
<tr>
<td></td>
<td>Port Welshpool</td>
</tr>
<tr>
<td></td>
<td>Sale</td>
</tr>
<tr>
<td>District boating facilities</td>
<td>Bemm River</td>
</tr>
<tr>
<td></td>
<td>Hollands Landing</td>
</tr>
<tr>
<td></td>
<td>Johnsonville and Nicholson</td>
</tr>
<tr>
<td></td>
<td>Lake Tyers</td>
</tr>
<tr>
<td></td>
<td>Marlay Point</td>
</tr>
<tr>
<td></td>
<td>Marlo</td>
</tr>
<tr>
<td></td>
<td>McLoughlins Beach</td>
</tr>
</tbody>
</table>

This Gippsland Boating Coastal Action Plan proposes that during the life of this plan (five years) the emphasis should be on consolidating some existing recreational boating facilities and developing new opportunities within existing boating precincts, rather than building infrastructure in new locations.

Priority actions
Priority actions have been recommended. These will:
• lead to the development of a coordinated network of recreational boating facilities
• reduce the harmful effects of recreational boating on the environment
• make recreational boating safer, enjoyable, and available to users of all abilities
• contribute to the long-term sustainability of facilities
• reduce conflict between recreational boaters at places where usage is intense
• reduce conflict between recreational boaters and other users of the waterways
• coordinate management of recreational boating and facilities.

Implementation
Implementing this plan will require the commitment and cooperation of all agencies and organisations involved. An implementation committee will be set up to monitor and report on the implementation.

The implementation of the plan will be guided by a five-year implementation plan which will be developed by the implementation committee within the first six months after the plan’s approval by the Minister for Environment and Climate Change.
Map 1 Gippsland boating coastal action plan area
1 Introduction

The Gippsland Boating Coastal Action Plan provides strategic guidance for planning and managing recreational boating and recreational boating facilities in Gippsland. It has been developed to reflect the approach of the 2008 Victorian Coastal Strategy and in the context of the Victorian coastal governance model (described in Section 1.2 and Appendix 1). It covers the area from Anderson Inlet in South Gippsland to the Victoria-New South Wales border.

The plan applies to recreational boating and to commercial operations that provide recreational boating opportunities, such as hire and charter boat operators. Recreational boating in this plan refers to all types of boating including powerboats, personal water craft (jet skis), sailing and rowing boats, kayaks and canoes.
1.1 The Gippsland coastal region

The Gippsland Coastal Region extends more than 700 kilometres from Anderson Inlet in South Gippsland to the Victoria-New South Wales border near Mallacoota. The diversity of natural environments and number of protected water bodies provide a wide range of opportunities for people to enjoy virtually any water based activity along the stretch of Gippsland's coastline.

The Gippsland Coastal Board region covers three local government areas:
- South Gippsland Shire
- Wellington Shire
- East Gippsland Shire.

In addition, Bass Coast Shire adjoins the region to the west, in the area covered by the Central Coastal Board. There is a number of boating facilities in and around Inverloch that use boating resources in the Gippsland region. This Gippsland Boating Coastal Action Plan is consistent with the provisions of the Central Coastal Board's 2007 Boating Coastal Action Plan for this area. However, it is noted that the 2007 plan is currently under review. The review is expected to consider proposals for upgrades of facilities on the western and northern shores of Anderson Inlet.

The natural environment of the Gippsland coast varies dramatically. It includes large areas of relatively untouched rugged coastline and national parks in East Gippsland and at Wilsons Promontory, extensive dune barriers, estuary and wetland systems in the Gippsland Lakes and the Ninety Mile Beach region and coastal embayment’s such as Corner Inlet, Shallow Inlet and Anderson Inlet in South Gippsland.

The Gippsland region contains wetlands listed under the international Ramsar convention on wetlands at the Gippsland Lakes and Corner Inlet. The Gippsland Lakes Ramsar site covers an area of 58,824 hectares, including wetlands in Lake Wellington, Lake Victoria, Lake King, Lake Bunga, Lake Tyers, Macleod Morass and Lake Reeve. The Corner Inlet Ramsar site covers 67,192 hectares and is bounded by the South Gippsland coastline and a series of barrier islands.

There are also a number of marine parks, national parks, coastal parks and reserves including:

**National parks**
- Wilsons Promontory
- The Lakes
- Croajingolong

**Marine parks, marine reserves, marine national parks or marine sanctuaries**
- Wilsons Promontory
- Corner Inlet
- Ninety Mile Beach
- Beware Reef
- Point Hicks
- Cape Howe

**Coastal parks, marine and coastal parks or reserves**
- Bunurong
- Cape Liptrap
- Corner Inlet
- Nooramunga
- Gippsland Lakes
- Cape Conran
- Corringle

The Gippsland coastal region supports many migratory birds listed in the Japan–Australia Migratory Bird Agreement and the China–Australia Migratory Bird Agreement, as well as other threatened species. The region’s varied environments – a vast inland wetland and waterway system, tidal embayments with saltmarsh and mangroves, ocean beaches and sand dunes, forested areas and grasslands – support a great diversity of species.

Numerous fishing villages dotted along the coastline are appreciated for their maritime character and scenic settings, with infrastructure such as jetties and piers often contributing to the tourist and recreational opportunities in these areas. Port Albert is noteworthy as Gippsland’s first port, established in 1841, with several buildings and places listed in the Victorian Heritage Register. The area associated with the construction of the artificial entrance to the Gippsland Lakes at Lakes Entrance is also listed in this register, together with the light stations at Gabo Island, Point Hicks and Wilsons Promontory, and the Paynesville government slip and winch shed.
1.2 Strategic planning context

This Gippsland Boating Coastal Action Plan has been prepared within the context provided by a number of statewide, regional and local planning strategies and processes.

State planning context

The 2008 Victorian Coastal Strategy provides a comprehensive, integrated planning and management framework for the Victorian coast and sets the strategic direction for coastal management and development.

The Coastal Management Act 1995 requires the Victorian Coastal Strategy to provide for the long-term planning of the Victorian coast for the next 100 years and beyond.

The strategy provides:
- a vision for the planning, management and use of coastal, estuarine and marine environments
- the government’s policy commitment for coastal, estuarine and marine environments
- a framework for the development and implementation of other specific strategies and plans such as coastal action plans, management plans and planning schemes
- a guide for decision makers.

As 96 per cent of the Victorian coastline is Crown land, the government bears a significant responsibility for balancing the pressures from the various users and activities.

The Victorian Coastal Strategy provides a strategic policy direction for recreational boating and identifies two specific actions, to:
- develop and implement (and/or review as required) boating coastal action plans across Victoria
- develop a long-term strategy for the upgrading and development of safer boating facilities and infrastructure at strategically identified sites along the Victorian coast.

Regional planning context

The Gippsland Regional Plan 2010 prepared by the Gippsland Local Government Network and endorsed by the Victorian Government identifies as one of its 10 strategic priorities the need to prepare a Gippsland Lakes Sustainable Development Framework. The aims of the framework are to:
- improve the ecological health of the Gippsland Lakes
- build the functionality of the tourism and recreation infrastructure
- identify nodes appropriate for long-term settlement development and form appropriate planning mechanisms to support such development.

The plan envisaged the establishment of a single statutory authority to oversee the preparation and implementation of a sustainable development framework for the Gippsland Lakes. Instead, the Government has recently appointed a Gippsland Lakes Ministerial Advisory Committee, which reports to the Minister for Environment and Climate Change and the Minister for Regional Development. Amongst other things, the Committee has been tasked with preparing a Gippsland Lakes Environmental Strategy for the Ministers that considers:
- the environmental conditions required to support development, tourism and fishing in the Gippsland Lakes
- issues relating to the health and future of the Lakes including but not limited to nutrients, erosion, subsidence, pest animals and sea level rise
- planning processes for the Gippsland Lakes.
The Gippsland Lakes Environmental Strategy is expected to be completed by the end of 2012.

Another priority of the Gippsland Regional Plan is the preparation of a Gippsland Integrated Land Use Plan (also referred to as the Regional Growth Plan). The major purpose of this plan is to provide direction and priorities for addressing population growth across the region, including changes to land use and infrastructure development. The preparation of the Integrated Land Use Plan is underway and a draft is expected to be released in the second half of 2012.

Should either of these regional planning processes propose initiatives that affect the provision of recreation boating facilities, such as designation of new activity or recreation nodes, these will be reflected in the next iteration of the Gippsland Boating Coastal Action Plan (due in 2017). Alternatively, if the changes are significant, the Coastal Management Act 1995 provides that the Minister can direct the Board to review a coastal action plan prior to the usual five-year timeline, or the Board can resolve to do so.

Recreational boating in Gippsland is also a focus of Destination Gippsland Limited, the peak body for the Gippsland tourism sector. One of the actions in its Strategic Plan 2009–12 is to facilitate and support public and private investment in tourism infrastructure, focusing on projects such as (amongst other things) Gippsland Lakes boating infrastructure and Mallacoota blue water access.

Local planning provisions

Over the past five years or so, the majority of coastal townships in Gippsland have been the subject of urban design frameworks that have led to changes to municipal planning schemes to incorporate strategic plans, coastal settlement boundaries and urban design guidelines for each town or settlement. Residents of many of the coastal townships have also worked with their Councils to develop community plans that encapsulate their aspirations for the future of their communities. This Gippsland Boating Coastal Action Plan has taken these plans into account and is generally consistent with them.

Recreational boating in Gippsland

The popularity of recreational boating continues to rise around Victoria, particularly in the Gippsland region, and the number of recreational vessels on Victorian waterways has increased substantially in the past decade.

1.3 The current situation

In the year ending 30 June 2009, 171,255 recreational vessels were registered in Victoria. Updated statistics show that in December 2011 there were 166,709 recreational vessels registered in Victoria (Table 1). This indicates a decline of approximately 2.7 per cent from the 2009 total; however these figures are indicative and have not yet been analysed in detail.

<table>
<thead>
<tr>
<th>Boat type/length</th>
<th>0–4.8m</th>
<th>4.8–8m</th>
<th>8–12m</th>
<th>&gt;12m</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabin Cruiser</td>
<td>219</td>
<td>3,294</td>
<td>1,641</td>
<td>496</td>
<td>5,650</td>
</tr>
<tr>
<td>Canoe</td>
<td>47</td>
<td>5</td>
<td>1</td>
<td>0</td>
<td>53</td>
</tr>
<tr>
<td>Half Cabin</td>
<td>7,934</td>
<td>18,059</td>
<td>255</td>
<td>80</td>
<td>26,328</td>
</tr>
<tr>
<td>Houseboat</td>
<td>5</td>
<td>38</td>
<td>62</td>
<td>551</td>
<td>656</td>
</tr>
<tr>
<td>Hovercraft</td>
<td>666</td>
<td>50</td>
<td>1</td>
<td>1</td>
<td>718</td>
</tr>
<tr>
<td>Open</td>
<td>83,778</td>
<td>31,030</td>
<td>225</td>
<td>151</td>
<td>115,184</td>
</tr>
<tr>
<td>Personal Water</td>
<td>13,239</td>
<td>133</td>
<td>2</td>
<td>5</td>
<td>13,379</td>
</tr>
<tr>
<td>Craft</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trailer Sailer</td>
<td>113</td>
<td>2,036</td>
<td>97</td>
<td>2</td>
<td>2,248</td>
</tr>
<tr>
<td>Yacht (keel Boat)</td>
<td>92</td>
<td>769</td>
<td>1,310</td>
<td>322</td>
<td>2,493</td>
</tr>
<tr>
<td>Total</td>
<td>106,093</td>
<td>55,414</td>
<td>3,594</td>
<td>1,608</td>
<td>166,709</td>
</tr>
</tbody>
</table>

Boating registration in Gippsland catchment areas increased steadily from 2005–2009 by an average rate of 3.5 per cent per year (Table 2), well ahead of the state average of 2.6 per cent per year (Gippsland Ports 2009). Males aged between the ages of 35 and 59 years represent the largest segment of recreational boat users with growth rates among the group rising at a faster rate than the overall population.

It is difficult to measure the total growth in recreational boating within Gippsland given the massive influx of visitors from other areas during peak holiday periods, often using boats registered outside the region. Anecdotal evidence suggests tourism related to recreational boating is increasing in many Gippsland coastal towns including Inverloch, Paynesville, Lakes Entrance, Metung and Mallacoota. Recreational boating in Gippsland, and in particular the Gippsland Lakes, has benefited in recent years from the lack of water at other recreational boating destinations across Victoria, such as the Murray River. With recreational boating opportunities now improved again in northern Victoria, the rate of growth in Gippsland may not be sustained at the same level in the immediate future.
Table 2 Changes in recreational boating registrations, Gippsland 2005–2009

<table>
<thead>
<tr>
<th>Registered boat category</th>
<th>Length (m)</th>
<th>Registered boats</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2005</td>
<td>2009</td>
<td>Number</td>
</tr>
<tr>
<td>Small</td>
<td>0–4.0</td>
<td>64,541</td>
<td>70,142</td>
</tr>
<tr>
<td>Small</td>
<td>4.1–4.5</td>
<td>26,950</td>
<td>28,115</td>
</tr>
<tr>
<td>Small</td>
<td>4.6–5.5</td>
<td>39,089</td>
<td>43,743</td>
</tr>
<tr>
<td>Medium</td>
<td>5.6–6.5</td>
<td>14,231</td>
<td>18,390</td>
</tr>
<tr>
<td>Medium</td>
<td>6.6–7.0</td>
<td>2,076</td>
<td>2,659</td>
</tr>
<tr>
<td>Large</td>
<td>7.1–8.5</td>
<td>3,155</td>
<td>3,788</td>
</tr>
<tr>
<td>Large</td>
<td>8.6 and over</td>
<td>3,742</td>
<td>4,418</td>
</tr>
</tbody>
</table>

There has been a significant rise in recent years in the number of canoes, kayaks and other non-powered vessels on Gippsland waterways. It should be noted, however, that non-powered vessels do not require registration so recording any changes in this sector is difficult. This group of boaters is discussed in more detail below.

There is some evidence of an increase in visitation by vessels cruising the coastline. This increase may be attributable to the improved reliability of ocean access at Lakes Entrance, as well as to increasing popularity of ocean cruising and to regional tourism promotion.

The rise in powered boating over the past decade reflects a statewide trend in boating registration and ownership across all size categories. The largest percentage growth has been in the number of medium sized boats. However, there has also been a significant increase in small boat registrations. For example, an additional 5601 boats measuring less than four metres were registered from 2005 to 2009, including powered personal water craft (jet skis).

Anecdotally, the number of canoes, kayaks and other forms of non-powered personal water craft is growing significantly across Victoria, including throughout the Gippsland region. It is estimated that there are in excess of 200,000 privately owned recreational canoes and kayaks in Victoria. The Gippsland Lakes, Lake Tyers and other sheltered waterways such as Shallow Inlet, Corner Inlet and Mallacoota Inlet are particularly popular for canoeing and kayaking and the estuarine reaches of the major rivers are popular practice areas for rowing crews.

The natural assets of the Gippsland coastal region provide many varied recreational boating opportunities, including:
- power boating and touring
- boat and shore-based fishing
- water skiing
- jet skiing (powered personal water craft)
- sailing
- kayaking, canoeing and rowing
- windsurfing and kite surfing
- charter and tour operations
- destination ports for coastal cruising.

Location, topographic and climatic conditions determine the type of recreational boating experiences available in each area.

The boating industry in Australia employs more than 30,000 people and contributes significantly to the Victorian economy with more than $1.4 billion direct expenditure on boating per year across the state (Central Coastal Board 2007). This is reflected in the importance of recreational boating to tourism in Gippsland.

Recreational fishing is a major tourist attraction across the whole area. Hire boats and chartered fishing and boating tours are a drawcard for many tourists, providing opportunities for those who do not own or have regular access to a boat. Hire of cruisers or yachts for weekends or longer holidays on the Gippsland Lakes is also popular and provides cruising in sheltered estuarine waters, an experience not available elsewhere in Victoria.
1.4 Demand for facilities

Recreational boating is influenced by a range of factors that cross over and interact with each other. There is only a limited amount of data available on recreational boating and this makes it difficult to determine an accurate number of vessels, their size and the type of facilities used. Only boating registration statistics can indicate trends in recreational boating use and ownership. This data does not include kayaks and canoes, small ‘off the beach’ dinghies and unpowered sailing vessels.

As Victoria’s largest enclosed waterway, the popular Gippsland Lakes has been identified as an important region for nature based activities and sporting adventures that attract recreational boaters and water sports enthusiasts from within the state and further afield. Paynesville remains the premier centre for recreational boating, with a strong reputation as a maritime and boating town. It is closely followed by other destination towns such as Lakes Entrance, Metung and Mallacoota.

There are currently 74 boat ramps, 66 publicly accessible jetties and 6 marinas around the Gippsland region, which are in varying condition. Some of these facilities are used beyond their capacity while others are underutilised. Existing facilities in many areas fail to cater for demand in peak usage times. Many coastal communities witness great seasonal variations in population sizes, with some experiencing a 500 per cent rise during the summer school holidays and Easter period. There is increasing demand for cruising destinations around the Gippsland Lakes and South Gippsland during these peak times. The escalation places increased pressure on existing infrastructure, particularly recreational boating and other coastal facilities.

An estimated 98 per cent of registered recreational boats require access to boat ramps to launch and retrieve vessels (Connell Wagner 2009). A wide range of small boats and other watercraft are launched off the beach and at informal boat ramps. The latter will need monitoring to ensure that levels of use do not adversely affect the natural environment.

The demand for marina berths and other wet berths is a major issue in Gippsland and this demand exceeds supply in some areas. Marina berth costs remain a complex issue as charges are linked to the costs associated with the maintenance of infrastructure over the life of an asset, which may exceed the amount that recreational boaters are prepared to pay for a berth. Some publicly funded and managed marinas have historically charged very low fees that fail to reflect significant long-term costs of infrastructure maintenance and renewal.

Consideration must be given to ensure berth costs reflect true market value. Developing and managing marinas can provide opportunities for private sector involvement if the private sector is willing to pay for the right to occupy (lease) Crown land. However, the underuse of some private sector marina developments in the Gippsland region may be linked to unwillingness by potential users to pay higher fees and charges. Anecdotal evidence suggests there is a demand for more casual berthing arrangements, as many recreational boaters only use facilities at the main boating locations in Gippsland during peak times.

Parking and launching fees are charged at only a few locations. These vary considerably across the region, and recreational boaters have expressed a need for consistency and coordination between different facilities in Gippsland.
1.5 Indigenous heritage

The Gippsland coastal region has a strong indigenous heritage. The Gunaikurnai are the largest group of coastal Indigenous people in Gippsland while other groups such as the Bidwell and Nindi-Ngujarn Ngarigo Monero also have strong links to the coast.

The Victorian Aboriginal Heritage Act 2006 recognises Aboriginal people as the primary guardians, keepers and knowledge holders of Aboriginal cultural heritage. Under the Act, ‘registered Aboriginal parties’ are the voice of Aboriginal people in managing and protecting their cultural heritage. The appointment of these is an ongoing process, gradually re-establishing tribal boundaries lost during colonisation for all language groups in Victoria.

In 1971, the Victorian Government formally handed back the former Aboriginal reserve at Lake Tyers (established in 1861) – near Lakes Entrance – to Aboriginal ownership under the Aboriginal Lands Act 1970. The place is now known by its Aboriginal name ‘Bung Yarnda’ which means ‘Big Waters.’

Recently the Victorian Government has made a settlement agreement under the Traditional Owner Settlement Act 2010 that formally recognises the Gunaikurnai people as the traditional owners of much of Gippsland. The agreement means that 10 parks and reserves in the Gippsland region will be jointly managed with the Gunaikurnai people. Five of these parks and reserves are within the Gippsland coastal region.

The Gunaikurnai Land and Waters Aboriginal Corporation (GLWAC) is the registered Aboriginal party for the land and waters within the region between the Snowy River near Marlo and Orbost and the Franklin River at Port Franklin, near Corner Inlet, extending three nautical miles into Bass Strait.

No registered Aboriginal parties have yet been recognised for the adjoining areas east of the Snowy River and west of the Franklin River, although applications for both areas are currently before the Victorian Aboriginal Heritage Council.

Several applications are pending to the east including:
- Bidwell-Maap Nation Aboriginal Corporation (from the Snowy River to the Victoria–New South Wales border)
- The Nindi-Ngujarn Ngarigo Monero Aboriginal Corporation (from Bemm River to a point just before the state border)
- The Cann River Aboriginal South Monero Traditional Owners Women and Families Culture and Heritage Corporation (from approximately the Snowy River to Gabo Island)
- A proposal by the GLWAC to extend the area for which it is recognised as the registered Aboriginal party.

Several applications are pending to the west including:
- The Bunurong Land Council Aboriginal Corporation is seeking registered Aboriginal party status from Inverloch to the Wernabee River.
- The GLWAC is also seeking to extend their boundary to the west.

1.6 Stakeholders

There are many individuals, groups and management agencies involved in recreational boating in Gippsland. These stakeholders are grouped in two categories below – management stakeholders and community stakeholders.

1.6.1 Management Stakeholders

It is anticipated that management agencies will be the primary users of the Gippsland Boating Coastal Action Plan and will fall into three main categories: planners, funders and managers. These groups are described below.

Planner – is required to provide an integrated approach to the planning and management of boating facilities and in assessing applications for boating or other coastal facilities.

Funder – is necessary to determine adequate future public and private investment in the network of facilities and ensure the best use of limited funding sources for establishing strategic investment priorities to achieve the maximum impact within the network.

Manager – is necessary for decision making and coordination at a day-to-day level. There are some 180 facilities and a wide range of responsible agencies for coastal management within the Gippsland coastal region.

The agencies involved in these planning, funding and managing activities for recreational boating in the Gippsland region are described below where they are also acknowledged for their roles in these activities. It should be noted that the Gippsland Coastal Board has a strategic planning function but is not a land manager.

Department of Environment and Primary Industries (DEPI) (planning, funding and managing)

The Department of Environment and Primary Industries (DEPI) is the lead government agency responsible for managing water resources, bushfires, public land, forests, and the effects of climate change. The DEPI administers the Coastal Management Act 1995, licences private jetties under Sec 140A of the Land Act 1958, and plays an important role in planning for the coast and boating facilities. DEPI provides legislative approvals for use and development on the coast and is the Crown land manager for the entire public land estate.

Transport Safety Victoria (TSV)

Transport Safety Victoria (Maritime) is responsible for regulating marine and boating safety under the Marine Safety Act 2010 and the Marine Regulations 1999. Its role includes coordinating waterway management, developing and implementing vessel standards and operator competencies and investigating maritime incidents. Transport Safety Victoria is also responsible for the management of aids to navigation in state waters.
Department of Transport, Planning and Infrastructure (DTPI) – Freight, Logistics and Marine (planning, funding)
The Department of Transport, Planning and Infrastructure administers the Local Ports Program and the Boating Safety and Facilities Program. The Local Ports program supports Victoria’s nine local port managers to manage infrastructure and deliver services to local port users.

The Boating Safety and Facilities Program provides funding for a range of recreational boating initiatives including boating infrastructure, support for volunteer marine search and rescue, aids to navigation and vessel operator training.

Department of Transport, Planning and Infrastructure (DTPI) – Security and Emergency Management (planning, funding, and managing)
The Security and Emergency Management division of the DTPI has responsibility for establishing, supporting and coordinating Victoria’s response to marine pollution incidents.

Gippsland Ports (planning, funding and managing)
Gippsland Ports manages five designated ports – Mallacoota, Snowy River (Marlo) Gippsland Lakes, Anderson Inlet and Corner Inlet-Port Albert – and the waterways of Lake Tyers and Shallow Inlet.

Its responsibilities include navigation, port operations, regulation, security and compliance, boating safety, incident management, emergency response, maritime security, oil spill response, salvage and dredging and sand management. It also provides services for the maintenance of navigational aids, jetties, berths and mooring facilities as well as boat lifting, vessel servicing facilities and dredging.

Parks Victoria (planning, funding and managing)
Parks Victoria manages national parks, coastal parks and marine parks within the Gippsland region, under delegation from DEPI, and is responsible for managing recreational boating assets and activities within these parks. Parks Victoria manages several boat ramps and onshore facilities associated with recreational boating.

West Gippsland Catchment Management Authority and East Gippsland Catchment Management Authority (planning)
The West Gippsland Catchment Management Authority and the East Gippsland Catchment Management Authority are responsible for waterway and catchment management across Gippsland. Their responsibilities under the Catchment and Land Protection Act 1994 include developing regional catchment strategies and associated action plans to provide an integrated framework for managing land, water and biodiversity in each region. The catchments in the West Gippsland Catchment Management Authority region drain south to Anderson and Corner Inlets, and east to the Gippsland Lakes. The East Gippsland Catchment Management Authority region includes the Mitchell, Nicholson and Tambo river basins that flow to Bass Strait though the Gippsland Lakes. The Snowy River and the Far East river basins, including the Bemm, Cann, Thurr and Genoa Rivers, flow into Bass Strait or the Tasman Sea through the Snowy estuary and Sydenham, Tamboon and Mallacoota Inlets.

The two catchment management authorities are involved with the management of river frontages where there are often high levels of boating activity. They use natural resource protection strategies such as the management of riverine vegetation to ensure the ecological health of the catchments.

South Gippsland Shire (planning, funding and managing)
South Gippsland Shire extends east from Anderson Inlet to past Port Welshpool in the east. South Gippsland Shire manages some boat ramps and onshore facilities in these areas.

Wellington Shire (planning, funding and managing)
Wellington Shire extends from Port Albert to Hollands Landing and includes significant areas on the southern side of the Gippsland Lakes such as Loch Sport. Wellington Shire manages boat ramps and onshore facilities in these areas.

East Gippsland Shire (planning, funding and managing)
East Gippsland Shire covers a large area from west of Bairnsdale to the Victoria–New South Wales border, including the majority of the Gippsland Lakes area. Along the coast this can be described as from Rotamah Island to Cape Howe. East Gippsland Shire manages many boat ramps and onshore facilities throughout the area.

Bass Coast Shire (planning, funding and managing)
Bass Coast Shire adjoins the Gippsland coastal region, covering the northern and western shores of Anderson Inlet and part of the inlet itself. Bass Coast Shire manages boat ramps and onshore facilities in Inverloch and Mahers Landing. These facilities allow access to waters that are part of the Gippsland coastal region.

Traditional Owner Land Management Board(s) (managing)
Native title co-management of public land in Victoria has been achieved in some areas. In eastern Gippsland, the GunaiKurnai people have been granted title to ten parks and reserves within their native title settlement area including the Lakes National Park and the Gippsland Lakes Coastal Park, Gippsland Lakes Reserve at Raymond Island, Corringle Foreshore Reserve and land within the Lake Tyers catchment area. This arrangement includes some areas where there is recreational boating and associated infrastructure listed in this Gippsland Boating Coastal Action Plan.
Committees of management (managing)

While DEPI is the underlying Crown land manager for public land (including the sea bed) there are community-based committees of management appointed by the DEPI under the Crown Land Reserves Act 1978 for several sites within the Gippsland coastal region. This management arrangement has mainly been implemented in south and west Gippsland and includes the following locations that have recreational boating facilities or activity:

- Walkerville Foreshore Committee of Management
- Sandy Point Foreshore Committee of Management
- Port Franklin Recreation Reserve Committee of Management
- Shallow Inlet Recreation Reserve Committee of Management
- Seaspray Reserves Committee of Management
- Loch Sport Foreshore Reserve Committee of Management
- Marlay Point Reserve Committee of Management.

Water police (managing)

The Victorian Water Police’s role includes coordinating all marine incidents involving recreational vessels, yachts and fishing vessels. These incidents often involve overdue vessels, flare sightings, broken down boats, injured crew members and distress calls. Water police servicing Gippsland are based in Paynesville. The water police work closely with the Australian Volunteer Coast Guard.

The Australian Volunteer Coast Guard is an organisation composed entirely of volunteers, formed to promote safety in the operation of small craft.

In Gippsland the Australian Volunteer Coast Guard operates from Lakes Entrance, Paynesville, Loch Sport, Port Albert and Port Welshpool.

1.6.2 Community Stakeholders

Community stakeholders include recreational boaters and other users of marine infrastructure, as well as many recreational groups and community or business organisations. While these stakeholders may not use the Gippsland Boating Coastal Action Plan directly, they are the end users and are affected by decisions on the management and planning of recreational boating and boating facilities.

Community stakeholders include:

- angling clubs
- sailing and yachting clubs
- boating clubs
- canoe and kayak clubs
- special interest groups
- individual recreational boaters and boat based anglers
- local businesses that provide goods and services used by recreational boaters
- residents in coastal communities.

Others such as peak bodies and industry groups are also stakeholders and include (but are not limited to):

- VR Fish
- Boating Industry Association
- Canoeing Victoria
- Destination Gippsland
- Local tourism boards
- Local business and tourism associations.
1.7 Community consultation

Community consultation has been an important component in developing the latest Gippsland Boating Coastal Action Plan. It has included meetings and discussions with management and community stakeholders, interest groups, users of recreational boating facilities and other community members.

In 2010–11, interviews were conducted with over 300 facilities users in 16 popular boating locations across the region, as part of the process of reviewing the 2002 Gippsland Boating Coastal Action Plan. More than 40 special interest and community groups also took part in meetings and discussions during the review period. Community workshops proved popular in Lakes Entrance, Sale and Port Welshpool, with participants providing valuable input into identification of issues associated with recreational boating in Gippsland and their own local areas.

The draft Gippsland Boating Coastal Action Plan was structured around the issues arising from the consultations, as well as those identified by the consultants during their site inspections.

The draft Gippsland Boating Coastal Action Plan was exhibited for public comment for six weeks during April and May 2012. Almost 300 submissions were received from individuals, agencies and user groups.

In response to these submissions, the Board held two additional workshops – in Orbost and Yarram – that targeted representatives of user groups in key areas as well as other submitters on the draft plan. Amongst other things, the workshops provided feedback on the changes that were proposed to the draft as a result of the evaluation of submissions.

Appendix 2 summarises the issues raised through the two rounds of community consultations and shows the major changes made as a result of submissions on the draft Gippsland Boating Coastal Action Plan.
2 Scope, vision, objectives and principles

2.1 Scope
The Gippsland Boating Coastal Action Plan applies to the Gippsland coastal area as declared under the Coastal Management Act 1995, which is the coast line stretching from Anderson Inlet to the New South Wales border, including estuaries and the Gippsland Lakes. The Gippsland Lakes is the most popular boating destination in enclosed waters in Victoria. The area to which this plan applies also includes the estuarine reaches of major rivers. For the Gippsland Lakes this has traditionally been taken as the area south of the Princes Highway. However, this definition does not apply precisely for some areas, such as Bairnsdale, where public boating facilities are located upstream of the highway bridge.

Recreational boating is the major focus of the plan with an emphasis on public recreational boating facilities. The plan also deals with some commercial activity associated with recreational boating, such as charter boat operators, cruise boat operators and boat hire. Charter boats and hire/drive vessels are important in enabling non-boat owners to participate in recreational boating activities in the Gippsland region.

The Gippsland Boating Coastal Action Plan does not deal with ancillary activities associated with recreational boating such as servicing and repairs that are frequently located and/or conducted on public or freehold land adjacent to the shoreline.

The Plan also does not consider commercial shipping or commercial fishing. It has been suggested in consultation that this is a limitation, as a number of commercial sites and activities are co-located with recreational ones in places such as Lakes Entrance, Corner Inlet, Port Albert, Port Franklin and Mallacoota. However, the Gippsland Boating Coastal Action Plan is guided by the Victorian Coastal Strategy, which does not envisage boating coastal action plans as addressing commercial ports, or boating activities that are not related to recreational or tourist use.

2.2 Vision
A vision for managing recreational boating in Gippsland builds on the original vision developed in the Gippsland Boating Coastal Action Plan 2002.

The vision for recreational boating in Gippsland is:

Recreational boating in the coastal areas and waterways of the Gippsland Coastal Board region will be able to be enjoyed safely by users of all abilities. Site appropriate and well-maintained infrastructure will provide facilities and destinations for a wide range of recreational boating activities in harmony with the natural attractions of the region.

The vision and supporting principles complement both the vision for the Victorian coast (described in the Victorian Coastal Strategy) and the vision for recreational boating on the Gippsland Lakes (described in the Gippsland Lakes Boating Amenity and Sustainable Infrastructure Study 2008). This vision is supported by the following objectives and principles in section 3.3 and 3.4 below.
2.3 Objectives

Objectives for coastal action plans in general

The Gippsland Boating Coastal Action Plan has been developed in accordance with the Guidelines for preparing, implementing and reviewing coastal action plans (VCC 2005) to meet the objectives of a coastal action plan.

The main objectives of a coastal action plan are to:
- provide strategic directions and objectives for the use and development of a region in accordance with the Victorian Coastal Strategy.
- provide for detailed planning of the region including facilitating recreational use and tourism.
- identify significant environmental, heritage and recreational values of the area and set objectives for their improvement and protection, including the marine environment.
- provide a prioritised list of actions and a timeframe in which to carry out these actions.
- identify resources and possible sources of income and grants to complete priority actions.
- define the roles and responsibilities of the various stakeholders in implementing the actions.

Objectives for this boating coastal action plan

The objectives of the current plan are to:
- provide direction for the location and scale of recreational boating facilities that form part of a network of facilities that cater for a variety of recreational boating experiences.
- improve safety and access for a wide variety of users to recreational boating facilities by promoting and supporting safer boating practices and by maintaining facilities.
- provide managers with direction for improving existing facilities and developing future boating infrastructure that can be physically maintained and are sustainable in the longer term.
- establish a framework for coordinating management of recreational boating facilities to avoid duplication of effort and get the best return on time and money.

2.4 Principles

The Victorian Coastal Strategy sets out four principles (Fig. 1) that guide long-term planning and decision making for the Victorian coast. They underpin this coastal action plan.

Hierarch of principles

- Provide for the protection of significant environmental and cultural values
- Undertake integrated planning and provide clear direction for the future
- Ensure the sustainable use of natural coastal resources
- Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and the impact can be managed.

Figure 1 Hierarchy of principles from the Victorian Coastal Strategy

For this Gippsland Boating Coastal Action Plan a more specific set of principles has been developed which can be applied directly in the planning stage of any proposed development or new policy.

These principles start from the recognition that recreational boating in all its forms is an activity that has many benefits for participants and the broader community. The individual benefits include social interaction, exercise, skills development and opportunities for appreciation of nature. The benefits to the community encompass increased tourism and job creation as a result of expenditure on equipment, fuel, accommodation and supplies and the from the flow-on effects within local and regional economies.

The principles fall under three categories: investment; equity; and planning for recreational boating facilities.
Investment

1. The network of recreational boating destinations and facilities in Gippsland should continue to be enhanced, where it can be demonstrated that this provides a net community benefit.

2. The recreational boating facilities hierarchy establishing levels of service (Table 4) for the Gippsland region is to be used to guide investment in recreational boating infrastructure.

3. Public provision of access to recreational boating should be recognised as a priority so that there are alternatives to use of private facilities, such as berthing, for casual users.

4. Planning and facilities provision should accommodate a high but not maximum level of use and seek innovative ways to manage use and users at those peak times when capacity is exceeded.

5. Investment in boating infrastructure should occur in identified activity nodes or recreation nodes that can accommodate growth and where any potential effects on environmental, cultural and social values can be minimised.

6. Agencies responsible for the implementation of this plan need to coordinate funding processes to ensure consistency with the priorities of the plan.

7. Where appropriate, facilities should be reconfigured to make better use of the space (e.g. providing easier access and room for more boats) in preference to extending the physical ‘footprint’ of the site or developing new recreation nodes.

Equity

8. The design and construction of boating facilities should accommodate a range of user abilities, including less experienced boaters and special needs users.

9. Provide appropriate opportunities for public access to ‘across the beach/shoreline’ launching and retrieval (generally through informal facilities) or modifications to existing facilities to cater for non-powered boating activity.

Planning for Boating Facilities

10. Detailed planning for coastal Crown land, through foreshore management plans or other local planning processes should include consideration of boating facilities and should seek to resolve local conflicts and determine future provision, consistent with the levels in the hierarchy established in this Gippsland Boating Coastal Action Plan.

11. Foreshore management plans and associated on-ground works plans should use the most up to date information to plan for projected future impacts from coastal processes and climate change.

12. Where appropriate, boating facilities and ancillary buildings should be upgraded to enhance visual amenity and should comply with relevant planning and design standards.

13. In evaluating proposals, the development approvals system should:

   • consider broad community issues such as visual amenity as well as risk minimisation and safety;
   • discourage non-coastal dependent uses on coastal Crown land and within the immediate coastal zone;
   • ensure that any detrimental impact of boating infrastructure on Indigenous or non-Indigenous cultural values and sites is avoided; and
   • ensure that approved projects minimise their impacts on significant environmental features.
3 Issues for this plan

Some of the matters addressed in this plan are new and emerging issues that will have an increasing effect on recreational boating in the future.

3.1 Impacts from climate change and sea level rise

Rising sea levels, temperature variations and changing storm patterns are all the hallmarks of climate change expected to impact adversely on Victoria’s coastal areas and exacerbate the effects of existing coastal processes. While it is difficult to predict the exact nature and extent of these effects, it is safe to assume that the built environment, including boating infrastructure and many natural systems are highly vulnerable (GCB 2008).

Much of the boating and other marine infrastructure in Gippsland is already designed and managed to operate at water levels that vary significantly over time, either as a result of tidal variations (mainly in the western part of the region) or of intermittent opening and closing of estuaries (as is the case further east). However, sea level rise and other aspects of coastal climate change, including increased severity of storms, may present a range of additional challenges.

Erosion and breaching of coastal dunes and barrier islands that protect inlets, estuaries, low lying plains and wetlands is possible. This, in turn, could lead to greater tidal variation in some areas and increased wave action that will pose a threat to infrastructure such as jetties, marinas, breakwaters, boat ramps, car parks, club buildings, public recreation areas and other recreational boating facilities.

The Victorian Coastal Strategy recommends planning for a minimum sea level rise of 0.8 metres by 2100. Recognised options for adapting to this situation are to:
- avoid
- protect
- accommodate
- retreat.

Avoidance or retreat is simply not an option for many boating facilities that must be on the coast. However, design of new facilities can take account of climate change, for example, planning for higher average water levels, floating structures and more secure access from the landward side. For other related infrastructure, such as car parks and toilets, many more options exist to relocate outside areas at risk.

The Final report, Phase 2 of the Gippsland Climatic Change Study – July 2008 (GCB2008) identifies actions to offset the effects of climate change in Gippsland:
- control new development
- plan for the effects of sea level rise and subsidence
- continue research and data collection
- adapt management decisions in line with new information.

The asset life of recreational boating infrastructure needs to be considered when planning for the projected effects of climate change. The useful life of most recreational boating infrastructure is 15 to 30 years, depending on location, design and materials, while projected climate change scenarios deal with much longer planning timeframes. Adaptation options for recreational boating infrastructure should be considered at a local management level to adapt to local scenarios. It may be that in the future some recreational boating infrastructure needs to be relocated to more suitable locations.
When recreational boating infrastructure needs replacing or upgrading, the projected effects of climate change, during the life of the asset, should be considered and planned for.

The Climate Change Act 2010 requires that coastal action plans have regard for climate change including the biophysical impacts of climate change relevant to the decision or action. This requirement will be taken into account in the development of the implementation plan associated with this plan as well as in the details of coastal management plans thereafter. Principle number 11 in section 3.4 directs coastal/foreshore management plans and works plans to consider the impacts of climate change. Further, there is an action to take into account the detailed information being provided by the local coastal hazard assessments in the Ninety Mile Beach and Gippsland Lakes region.

Climate change represents a significant threat to the long-term viability of some major infrastructure, such as towns with a low-lying commercial centre, where the cost of adapting and protecting may be very high. Such a location might be a less attractive option for major growth of its recreational boating facilities than one that is significantly above sea level or well sheltered from natural coastal processes.

Continuing research into the effects of climate change and sea level rise will refine the projections. Recommendations for dealing with these effects at national, state and local levels will need to be adapted accordingly. It is important for strategic planning to have the flexibility to adapt to the changing situation and to recognise that the coastal environment is extremely dynamic and will continue to be so.

Section 6 of this document lists priority actions for addressing some of the issues listed in section 4.1 above. These include:

4.3 Upon the completion of local coastal hazard assessments in the Gippsland Lakes and Ninety Mile Beach coastal area, a detailed consideration of those projected impacts and any mitigation measures to address them should be included in any future coastal/foreshore/master plans and associated works plans.

3.2 Coastal planning and management

Overcrowding of facilities at the shoreline

There is intense competition from recreational and commercial interests for developing facilities at the shoreline. In response the Victorian Coastal Strategy has adopted the concept of "coastal dependent land use" for developing coastal Crown land. The Strategy defines coastal dependent uses as "uses and associated infrastructure which depend on the coast’s natural assets and could not take place at any other location".

Some recreational boating facilities, such as boat ramps and jetties, must be located along the coastline to function effectively. However, other associated onshore support facilities, such as car parks and toilets, could be located further inland to minimise any adverse effects of climate change.

The Victorian Coastal Strategy refers to the now well-accepted recreational boating facilities hierarchy as an instrument for planning the appropriate use and location of recreational boating facilities. The hierarchy is used extensively in this plan to ensure that facilities are developed at the appropriate level, and this process should help to ease the problem of overcrowding.

The Gippsland Boating Coastal Action Plan does not make detailed, specific recommendations for each boating facility or site. This should be done in a coastal management plan, at a local management level. A coastal management plan is more specific and detailed and describes how a site or area will be managed in line with the long-term direction or strategy given in the coastal action plan. Coastal management plans, foreshore management plans, and other strategies have been developed for many locations throughout Gippsland.
Visual amenity and other impacts
Community members and agency representatives have identified a number of issues relating to the impact on the broader landscape and on local visual amenity of badly designed recreational boating facilities, inadequately maintained vessels, prominent, poorly sited ancillary buildings and on-water structures. Other complaints have involved noise pollution from powerboats and generators. The principles for development in Section 3 address some of these issues.

New activities/technology
Due to the changing nature of recreational boating technology, management agencies continue to receive inquiries for new types of ancillary structures such as boat lifts and floating docks. The risks associated with these structures include structure failures, falls, electrocution, navigational impediments, damage to adjacent vessels, and overcrowding. There can also be equity issues associated with these structures, their sheer size, and the power used to maintain them. Agencies involved in the planning and management of licences for these structures must ensure that these risks are avoided or minimised. Therefore, a clear, consistent and strategically-based policy will be developed as part of this plan’s implementation phase to ensure that this issue is addressed.

New technologies, in the form of geotextiles, have been employed elsewhere in Victoria to provide a more stable base for launching trailerable boats ‘across the beach’. These technologies have the advantage of being relatively inexpensive and easily reversible. The appropriateness of such technologies in Gippsland has not yet been explored, but any future proposals should be considered as part of integrated local planning processes.

Duplication of management responsibilities
The management of recreational boating facilities in Gippsland was identified as an issue during the community consultations. There are many agencies involved in advisory, regulatory and management functions. This has led to some duplication and inconsistency in service and infrastructure standards. This perceived difficulty with coordination could inhibit private investment in tourism development (e.g. infrastructure, services and boating tourism operations).

There are instances where facilities are managed by different agencies when they are physically close to each other. Management by the same agency is likely to cost less and would be better coordinated. Some examples are:
- Port Welshpool where Gippsland Ports manages most wharves and jetties and Wellington Shire manages the boat ramp and adjacent jetty.
- Paynesville where Gippsland Ports manages the majority of public jetties and several marinas and East Gippsland Shire manage all boat ramps and adjacent jetties and the Slip Bight Marina.
- Johnsonville, where East Gippsland Shire manages the boat ramp and adjacent pontoon and fixed jetty and Gippsland Ports manage the wharf and landing jetty.
- Nicholson River, where East Gippsland Shire manages the boat ramp and Gippsland Ports manages the jetty and the pen berths.
- Mallacoota Inlet where boat ramps and berthing jetties are managed by East Gippsland Shire, navigation aids and some jetties by Gippsland Ports, and destination jetties by Parks Victoria.
- Wattle Point where Gippsland Ports manage the jetty but East Gippsland Shire manages the landing attached to the jetty servicing the boat ramp.
- Cunningham Arm where Gippsland Ports manages all wharves and jetties.

Section 6 of this document lists priority actions for addressing some of the issues listed in section 3.2 above. These include:

1.1 Develop criteria for licensing ancillary boating structures such as boat lifts and floating docks that will address the risks of such structures as well as their appropriate location.

1.2 Develop coastal management plans or site master plans for locations identified as having a future role as a state or regional boating precinct or district boating facility, where the plans do not already exist (Port Welshpool, Port Albert, Loch Sport, McLoughlins Beach, Paynesville-Eagle Point-Raymond Island, Lake Tyers, Marlo, Bemm River) and review those that are more than 10 years old.

7.3 Conduct a review of management arrangements of all state, regional, district and local facilities. Receive written confirmation from facility managers and waterway managers of their agreed roles and determine if there are more appropriate alternative management arrangements.

7.4 Use the management review to prioritise and formalise, if necessary, alternative management arrangements for various Gippsland boating sites.
3.3 Boating and the natural environment

Any level of recreational activity, whether it be powered boating, kayaking, or diving can have some level of impact on the environment (Kenchington, 1993). Recreational boating facilities should be designed to minimise impacts on the natural environment and boating activity monitored and managed to prevent damage to landforms, water quality, vegetation and wildlife.

Problems from boating that have been identified by agencies, stakeholders and in the literature (Bishop 2004; Bishop 2005; Mosisch 1998; Eriksson 2004; Walker 1989) include:
- damage or disruption to fringing and/or marine vegetation
- damage to stream banks
- disruption to breeding, nesting or roosting of some species
- discharge of sewage from vessels
- spillage of oil and fuel from motors
- pollution from maintenance activities, including paint and noise
- litter.

Waves generated by boat wakes can create a build up of soft sediments on the banks of some protected water bodies as well as erosion in other areas, leading to loss of vegetation, which in turn permits further erosion. This is a particular problem in confined waters, such as the estuarine reaches of rivers or in narrow waterways with low-lying shorelines. In addition, Bishop (2005) discusses the particular issues associated with boat wake ‘indirectly [affecting] the faunal assemblages of seagrass via changes in the morphology of the seagrass beds themselves.’

Vegetation such as seagrass is important to aquatics, for example, as fish breeding habitat. There is scientific evidence to suggest that boat wake is not the only issue, increased turbidity from power boating can also disturb the ecological balance of estuarine habitats (Bishop 2004; Bishop 2005; Mosisch 2004). This balance can also be upset by the introduction of pest plants and animals (such as weeds caught up in propellers) as well as heavy metals from power boating (Mosisch 2004). Direct damage to seagrass beds can occur in shallow areas used for launching or mooring boats (Eriksson 2004; Parks Victoria pers. comm.).

Bishop (2005) also cites a number of issues with boating infrastructure that need to be managed as they ‘introduce structure where it would otherwise be absent, pontoons and pilings shade sediments, boat ramps and car parks increase the area of impervious surface, and the dredging of boat channels drastically alters the benthos’ (p. 510).

It is widely recognised that there is a need to build more fuelling infrastructure, particularly on the Gippsland Lakes, not only to improve opportunities for recreational boat touring, but also to reduce the incidence of carting large amounts of flammable fuel on board boats and refuelling on the water. It important that refuelling infrastructure is designed to minimise the risk of fuel spills at those sites.

Some boat maintenance activities in inappropriate areas pose similar risks, including anti-fouling chemicals being washed into waterways and other impacts on water quality.

Water pollution from sewage discharged from boats into recreational waters can lower water quality and harm the environment, particularly around popular activity nodes and in confined areas with limited tidal flushing. This can also cause problems for other recreational boaters, water skiers and swimmers.

Gravel car parks adjacent to boat ramps and jetties can contribute to water pollution and increase sediment loads. Sediments traps and buffer vegetation can be used to reduce or capture sediment but proper design to avoid the problem in the first place is the best solution.

Recreational boating, particularly on a large scale, can disrupt the lives of marine species, such as the dolphin populations in the Gippsland Lakes (Dolphin Research Institute, pers. comm.).

Periods of high boating activity, which may include special events or gatherings that attract many boats to popular areas, can affect breeding and nesting or roosting areas and can cause psychological stress to some species (Mosisch 2004). For these reasons it is important to ensure that such periods do not coincide with breeding seasons and other important lifecycle processes.

The environmental impacts of recreational boating are limited in extent and severity compared with the effects of large scale catchment or estuarine processes such as floods, wave action or long-term saline penetration into the Gippsland Lakes. However, these are matters outside the scope of this plan.

There is evidence that recreational boating activity can cause environmental damage or disturbance in rivers, estuaries and coastal embayments (Bishop 2004–5; Mosisch 2004; ID&A 1998). Future boating facilities and activities should be designed and managed to eliminate or minimise adverse impacts on the physical environment and on native animals and plants.

Any possible effects on coastal and aquatic processes need to be considered when locating facilities. Historically, many facilities have evolved over time in places where they have a detrimental effect on coastal and aquatic processes.
Section 6 of this document lists priority actions for addressing some of the issues listed in section 3.3 above. These include:

2.1 Put in place management protocols, arrangements and standards for sewage pump-out facilities.

2.3 Encourage and instigate further research into the effects of boat wakes and speeds on the environment.

2.4 In periodically reviewing boating zones and speed limits for the safety of waterway users, consider the impacts of boat wakes on natural environments in sensitive areas.

2.5 Make compulsory the use of holding tanks and pump-out facilities for boats capable of overnight use.

3.4 Dredging

Dredging is a significant issue throughout the Gippsland coastal area. Dredging of navigation channels and around boat ramps and jetties may be required – in some areas frequently – to maintain navigability and usability for commercial and recreational boaters.

Dredging activities are governed by a comprehensive regulatory framework comprising both Commonwealth and state approval requirements, which, depending upon the scope and nature of the particular dredging activity, include:

- Environmental Protection and Biodiversity Conservation Act 1999 (Cwlth)
- Environmental Protection (Sea dumping) Act 1981 (Cwlth)
- National Assessment Guidelines for Dredging 2009 (Cwlth)
- Coastal Management Act 1995
- National Parks Act 1975
- Corner Inlet Ramsar Site Strategic Management Plan (2002) Parks Victoria
- Port Management Act 1995.

The scope and nature of a particular dredging proposal, for example whether it is a minimal intervention to remove sediment from a particular berth or around a launching ramp or jetty, or a more extensive operation to maintain access channels influences the required statutory referrals and consents and also the need for supporting research and monitoring. Matters to be considered include sediment quality, turbidity, coastal processes, and impacts on marine and terrestrial communities.

Disposal of dredge spoil and identifying appropriate spoil sites are important issues that need to be considered in relation to dredging proposals.

In some areas of Gippsland there is debate within local communities about whether areas should be dredged for recreational boating.

There is an important distinction to be made between maintenance dredging (i.e. maintenance of traditional levels of navigability within particular channels, fairways, harbours or berths) and capital dredging (i.e. creation of deeper or wider or new channels, fairways, harbours or berths).

The bulk of dredging activity in Gippsland is maintenance although periodically agencies developing new infrastructure such as boat harbours or berths may undertake limited capital dredging within the scope of the relevant regulatory framework and approvals process.

Dredging is an expensive activity with significant costs associated with obtaining approvals, undertaking the dredging works, and appropriately disposing of the dredged material. The ongoing costs associated with dredging
and the environmental, cultural and social impacts need to be considered in any recreational boating infrastructure improvements or developments.

There is often an expectation by recreational boaters that sites will be dredged on an ongoing basis to maintain boating access. Prohibitive costs and the protection of environmental and other values mean that this is not necessarily the case. There may be some boating sites throughout the Gippsland area where ongoing dredging is not a viable option and alternative management approaches will have to be considered. However, it is expected that a maintenance dredging program will be required at some key recreational boating locations. A clear, coordinated and consistent approach to dredging in the region is required.

Section 6 of this document lists priority actions for addressing some of the issues listed in section 3.4 above.

4.1 Develop criteria, in line with Commonwealth dredging protocols and other regulations, to assist local government and other committees of management to determine where and when dredging to maintain or enhance recreational boating is appropriate in Gippsland.

3.5 Boating, tourism and recreational fishing in local communities

Economic benefits

As well as potentially attracting new residents to an area, recreational boating is closely linked with tourism in many coastal communities and thus provides many economic benefits and flow-on effects for a region.

For example, for the year ending December 2011 East Gippsland Shire had a total of some 1.05 million visitors spending an estimated $314 million (Destination Gippsland 2011). As much of the East Gippsland tourism infrastructure and services are centred on the Gippsland Lakes at iconic holiday destinations such as Lakes Entrance, Metung and Paynesville, it can be assumed that a substantial portion of the visitation and expenditure relates to water-based activities such as recreational fishing, boating, tours and cruises and so on.

An April 2011 study from Tourism Victoria shows that of the top 15 activities for international overnight visitors to Gippsland, a charter boat/cruise/ferry ride is number 13 and ‘going fishing’ was the 15th most popular reason for visiting Gippsland. The same study found that for domestic overnight visitors the attraction for fishing became more important at number eight on the list.

Recreational boaters and water sports enthusiasts are attracted to Gippsland from all over Victoria and further afield. Recent research (Ernst and Young 2009) indicates that recreational fishers spend on average $250 per day in local communities. This provides significant income and business activity in local communities via flow-on benefits to retail, marine service, accommodation and hospitality providers, which in turn generate employment.

Indirect economic benefits from improved boating infrastructure include additional visitor expenditure on accommodation, fishing supplies, food and beverage, fuel, marine and car repairs and souvenirs.

In addition to boating-related tourism, a strong maritime industries sector has developed in Paynesville which is very complementary to recreational boating (Arup, 2009). When demand for recreational boating rises so does the demand for support services such as boat building, boat repair services and marine equipment retailing.

There were significant increases in vessel registrations at key Gippsland Lakes destinations during 2007–2008. For example Paynesville/Raymond Island showed increases of eight per cent (to 1,036) while Kalimna/Lakes Entrance/Nungurner registrations increased by 4.1 per cent (to 1,132). It is therefore ‘reasonable to
anticipate prolonged growth in demand for maritime services’ and also important to consider the value and infrastructure needs of marine industries and their relationship to tourism when planning for recreational boating in Gippsland.

South Gippsland is also well positioned to capitalise on increased visitation from investment in increased services and facilities that promote recreational boating. A recent study showed that over 1.1 million visitors in total are attracted to the South Gippsland Shire annually with roughly half overnight visitors and half-day trippers. The number of visits has increased over the last five years due to the area’s proximity to Melbourne. Growth in the neighbouring municipalities of Bass Coast and Baw Baw Shires is placing increasing demands on South Gippsland’s boating facilities.

A 2008–9 study into the economic contribution of recreational fishing in Victoria cites the figure of $173 million as the gross regional product for recreational fishing in Gippsland alone (Ernst and Young 2009). These figures, as well as studies that indicate fish species not previously found in the region are now being caught off the Gippsland coast, validate the need to align demands for recreational fishing and tourism opportunities with the boating infrastructure described in this framework.

Boating and water based activities such as fishing also influence many prospective new residents to make the move to regional Victoria.

Challenges
Recreational boating activity, especially for trailerable boats, peaks in holiday periods, usually in December and January as well as Easter and on public holiday long weekends. In these peak times some facilities cannot adequately meet demand with parking and traffic overflows into the local community (e.g. Inverloch, Paynesville, Lakes Entrance). This reduces the enjoyment of people living and holidaying in these areas. One of the main challenges for managers of recreational boating facilities and coastal areas is dealing with this peak demand. Promotion of alternative boating facilities, destinations and overflow areas will assist in managing the use of popular sites in peak times. Increasing efficiency at boat ramps and other facilities could also assist in relieving traffic congestion.

Due to the problems associated with underutilised facilities and their maintenance as well as disproportionate investment in such facilities, design of new facilities should respond to average high-season usage rather than the ultimate peak demand.

The advent of the modern marina especially in the Gippsland Lakes has increased recreational boating activity by larger vessels, as has the increased use of Lakes Entrance as a port for large craft travelling along the coast. Increasing numbers of boat owners are content to pay for long-term use of marina berths and many use their vessels for extended periods of cruising away from their home berths. In addition, increasing numbers of boat owners require short-term wet-berth facilities while visiting the area from outside the lakes system.

The lack of well placed and financially viable facilities for both boat fuelling and for sewage pump-outs is of concern, as is the shortage of itinerant (short-term) mooring sites in locations where local businesses could benefit from increased expenditure from visiting recreational boaters.

Difficulties resulting from the high use of popular sites in peak times can be reduced by:
- increasing the capacity and efficiency of use of existing boat launching ramps and parking facilities, including identification of overflow parking areas for peak periods
- providing for new facilities within existing boating precincts or activity nodes, where these are justifiable on the basis of present and likely future levels of use and where the managing agency is confident that they can be maintained appropriately
- increasing the number of on-water facilities for fuel and sewage pump-out
- promoting and increasing awareness of alternative boating facilities, sites and destinations.

New activities
East Gippsland is experiencing increased interest in activities such as fishing competitions like the Australian bream tournaments, the Vic Bream Classic and more locally, the Twin Rivers Bream Classic. There is also renewed and fast growing interest in recreational canoeing and rowing. This includes frequent use of the lakes, estuaries and the lower reaches of the major rivers for paddling and rowing activities, including by schools, as both an educational activity and for competition.

These water users require levels of waterside infrastructure, on which considerable pressure is often placed in short bursts. At times of high usage some of the support infrastructure is considered inadequate to meet demand. These types of water based activity provide a boost to local economies out of peak holiday season. This includes both expenditure during a competition visit and pre-visits used by competitors to familiarise themselves with local conditions.

Section 6 of this document lists priority actions for addressing some of the issues listed in section 3.5 above. These include:

3.4 Develop strategies to promote recreational boating in Gippsland emphasising the idea of appropriate locations for each type of activity.
3.6 Competition between users

Conflict occurs between recreational boating users from time to time. Some users become impatient when queuing up to launch and retrieve their boats at popular boating destinations and conflicts develop. Excessive delays during peak times can increase frustrations among ramp users who may also be encountering limited car parking or boat tie-up spots. Making boat ramps more efficient and easier to use would assist in reducing the potential for conflict.

Conflicts can occur between powerboats and non-motorised craft as the nature of the respective sports affects each other’s activities. The speed and manoeuvrability of jet skis has been increasingly identified as a source of conflict for other forms of recreational boating especially if jet skis weave around other vessels. Jostling for jetty space also causes conflict between recreational boat users and jetty based anglers using the same facility. Separating users and increasing enforcement procedures are seen as possible solutions to the problem.

At some locations recreational boaters compete with other water users for the same space and resources. This can present safety risks when the activities are not compatible (such as swimming and boating). Separating and zoning different uses and encouraging activities at appropriate locations assists with reducing competition for space and resulting potential for conflict.

Building awareness of the opportunities for all types of recreational boating in the region may help to spread the load on facilities and reduce the peak impact on the more popular sites. However, it may also increase visitation generally.

The installation of remote sensing technologies, such as webcams, could assist users to gain a ‘real time’ view of conditions and congestion at major ramps, and potentially encourage them to seek alternatives, where available.

Section 6 of this document lists priority strategic actions for addressing some of the issues listed in section 3.6 above.

5.1 Include in all new or updated coastal management plans and infrastructure project plans a description of how to make more efficient use of facilities, particularly ramps and public jetties, to reduce user waiting times.

5.2 Encourage recreational boaters to use alternative facilities in close proximity, where they exist, by marketing these opportunities.

6.1 In accordance with existing programs, accredit providers of boating safety training in Victoria.
3.7 Adequacy of current facilities

Ramps, jetties, moorings and marinas

Publicly accessible recreational boating facilities were assessed as part of developing this plan, in particular the adequacy of existing boat ramps, public jetties, marinas and moorings. The assessment found that these facilities, along with onshore support infrastructure such as car parks, toilets and other amenities, were generally in good condition and adequately performing. A number of locations were identified where safety, efficiency and capacity could be improved.

There are currently 74 boat ramps and 66 accessible public jetties around the Gippsland coastal region, as well as a plethora of private facilities also found on Crown land. Demand for wet berths has led to marina developments with a total of six marinas concentrated around Loch Sport, Paynesville, Metung and Lakes Entrance.

Some of these publicly accessible recreational boating facilities are used beyond their capacity in peak periods, while others are under-utilised. The use of some facilities is restricted by access (from land and water) and water depth, maintenance and other management factors. Spreading usage across facilities so that they are all used appropriately and to avoid some being used over capacity and some under capacity is a challenge.

There are numerous private jetties, predominantly around the Gippsland Lakes and Mallacoota Inlet. A coordinated management approach is needed to ensure compliance with license conditions administered by DEPI and local government and to reduce impacts on surrounding sensitive environments. A formalised policy or framework is required to address and govern the current and future use and management of private jetties. A starting point for this policy would be the draft Boating Facilities Plan developed by the former Department of Sustainability and Environment (DSE 2000).

On-water fuelling and sewage pump-out

Opportunities for on-water fuelling and sewage pump-out are lacking in some areas, and some of the facilities that exist in the region are not appropriately located. On-water refuelling facilities require a fuel bowser located at a wharf or on a jetty so that a vessel can be refuelled by pulling up alongside or, in the case of personal water craft, can drive onto a suitable platform.

There are currently four on-water fuelling locations in the region and two locations where fuel can be delivered to boats. Table 3 gives details of these facilities, which are all controlled by private operators.

It is essential to establish new on-water fuelling facilities at previously identified high priority locations in order to improve boat touring as well as destination opportunities throughout the region.

Table 3 On-water fuel availability in Gippsland

<table>
<thead>
<tr>
<th>Location</th>
<th>Fuel type</th>
<th>Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lakes Entrance</td>
<td>Hi-flow diesel</td>
<td>Lakes Entrance Fisherman’s Cooperative Limited</td>
</tr>
<tr>
<td>Paynesville</td>
<td>Unleaded petrol and diesel</td>
<td>Bulls Cruisers</td>
</tr>
<tr>
<td>Metung</td>
<td>Unleaded petrol and diesel</td>
<td>Riviera Nautic</td>
</tr>
<tr>
<td>Port Welshpool</td>
<td>Diesel</td>
<td>Evans Petroleum</td>
</tr>
<tr>
<td>Port Albert</td>
<td>Diesel – tanker delivery by prior arrangement only</td>
<td>Private operator</td>
</tr>
<tr>
<td>Port Franklin</td>
<td>Diesel – tanker delivery by prior arrangement only</td>
<td>Private operator</td>
</tr>
</tbody>
</table>
A recent study commissioned by Gippsland Ports made recommendations for providing fuelling and pump-out facilities at locations in the region. Fuelling and pump-out facilities should be developed in line with these recommendations subject to the appropriate standards and environmental approvals. Management and operation of these facilities is an issue that needs to be addressed for the network of facilities to meet user needs.

**Slipways**

There are a limited number of publicly accessible slipways and/or boat lift opportunities throughout Gippsland – at Port Franklin, Port Welshpool, Sale, Paynesville, Lakes Entrance and Mallacoota – which are used for moving boats in and out of the water for repairs and maintenance. Slipways are appropriate at state, regional and district boating facilities, where needed for boat servicing and maintenance.

Providing publicly accessible slipways that meet environmental and safety requirements can prevent unsuitable boat servicing taking place and the resulting environmental harm. Slipways require monitoring and some management and may be more appropriately located within marinas and other boating precinct areas.

There are five slipways or boat lift facilities in the region that are managed by Gippsland Ports, one privately owned slipway at Nungurner that provides services for the public and one operated by a Committee of Management at Sale.

Slipways are necessary for vessel maintenance for those vessels that exceed the capacity or lifting characteristics of marine straddle carriers operated by Gippsland Ports and private boatyard/marina operators; or, where the demand and available space does not justify development of alternative facilities.

Slipways in most instances are not financially viable from a commercial perspective but provide an important community service function. They mitigate risks to safety and the environment associated with alternative and unregulated retrieval of large vessels from waterways for maintenance purposes. Audits should be carried out periodically to ensure that the facilities are being maintained and utilised appropriately.

**Canoeing, kayaking and rowing**

The Gippsland Lakes and Mallacoota Inlet, as well as the other sheltered embayments, inlets and rivers provide perfect conditions for recreational canoeing, kayaking and rowing. Facilities to support canoeing, rowing and kayaking are currently lacking throughout Gippsland, with participants using boat ramps and jetties, beaches and riverbanks to launch their craft. Recent increases in canoeing, kayaking and rowing mean that purpose built facilities will be needed in the future to accommodate greater demand as well as a review of zoning to reduce conflicts with power boats and provide quite places for these activities.

Section 6 of this document lists priority actions for addressing some of the issues listed in section 3.7 above.

1.3 Formalise the approach to the approval, governance and management of private jetty licenses [as described in the draft Boating Facilities Plan (DSE 2000)].

2.2 Progressively establish and upgrade fuelling and pump-out facilities in the region (in line with Gippsland Port’s feasibility studies).

3.1 Seek to achieve compliance with relevant Australian Standards (AS-3962, AS4997) in the provision of new recreational boating facilities or any upgrade or maintenance work undertaken to existing facilities, except where local environmental or other circumstances make this unviable or undesirable.
3.8 Ocean access

Feedback on the draft *Gippsland Boating Coastal Action Plan* from recreational fishing groups indicates that they consider that there is a significant level of unmet demand for boating facilities in Gippsland, particularly for access to Bass Strait. There is scientific evidence that the east coast current is changing and that fish distributions are altering as a result. For example, marlin and kingfish have been caught from Lakes Entrance in recent seasons.

Fishing groups believe these changes are likely to increase the demand for offshore access substantially. The nature of the Gippsland coast makes provision of ocean access boating facilities very difficult, due to safety considerations, environmental constraints and coastal processes such as sand movements in and around breakwaters and jetties.

One opportunity for improved ocean access is an upgrade of the ramp at Bastion Point at Mallacoota. The government is currently considering options for improvement of this facility.

Ocean access from Lakes Entrance has been made considerably more reliable and safer in the last few years as a result of the increased depth that Gippsland Ports is now able to maintain through the Entrance and across the bar. It is envisaged that Lakes Entrance and Corner Inlet and to a lesser extent McLoughlins Beach and Cape Conran will continue to provide the major ocean access opportunities in the short term.
4 Strategic directions

The strategic directions describe the long-term aims of the Gippsland Boating Coastal Action Plan.

The priority actions proposed in this Plan are directed towards having recreational boating facilities where they are supported by onshore support facilities, where they are compatible with the natural environment and where they can be physically maintained and remain economically viable in that location in the long term. The Plan proposes that during the next five years, this should be done primarily by consolidating existing recreational boating facilities and developing opportunities in existing boating nodes, rather than developing infrastructure in new locations.

4.1 Develop a coordinated network of facilities

The plan aims to create a network of facilities that provide the appropriate range of services, distributed where they are needed. The Victorian Coastal Strategy requires that proposals for new access and reviews of existing inappropriate access be in accordance with the recreational boating facilities hierarchy. The hierarchy lists the services that are mandatory, optional or not needed at each of six levels of facility (Table 4).

The management and development of sites in line with the recreational boating facilities hierarchy will ensure, over time, that there is a network of boating facilities spread across the region catering for the different types of boating.

There are six levels of facility in the recreational boating facilities hierarchy. The coastal strategy provides definitions for the two highest. The levels are:

- **State marine precinct**
  - This incorporates facilities of international, national, state, regional and local significance. These include ports, marinas, charter boat facilities, slip facilities, waterfront activities, marine services, piers, jetties and ramps. Such an area would generate major investment and opportunities in a range of facilities, as there are many requirements of a state level precinct.

- **Regional boating precinct**
  - This accommodates a significant amount of recreational boating in appropriate conditions. These include multiple boat ramps, jetties, substantial car parking, safety measures where required and significant onshore facilities such as fish cleaning facilities, wash down areas and toilets. A site satisfying this level of the hierarchy generates a significant level of boating activity from a wide catchment.

- **District boating facility**
  - A district boating facility, while not specifically defined in the Victorian Coastal Strategy, generally caters for one type of boating activity and may attract users from a smaller catchment area. However, in peak seasons the demands on these facilities can be quite high and such a facility should be able to accommodate this by providing a range of services.

- **Local boating facility**
  - A local boating facility generally caters for one type of boating activity. It requires a good standard of infrastructure principally for local access and contains amenities such as car parking.

- **Basic boating facility**
  - A new term, basic boating facility, is proposed and has been added to the hierarchy and used in this plan. A basic boating facility provides boating access with basic infrastructure, which generally does not meet current design standards.

- **Informal boating facility**
  - An informal boating facility generally refers to a location where boats are launched and retrieved ‘across the beach’ or on estuary shorelines or river banks. It does not involve any built boating infrastructure, although on-shore facilities such as parking and toilets may be provided. Informal boating facilities may not be managed or maintained. Informal boating facilities that are discussed or listed in the tables in the next sections are generally those that have been identified through foreshore or parks management plans and are managed actively by the relevant land management body.

The recreational boating facilities hierarchy was developed as part of the Victorian Coastal Strategy 2002 and has been refined in recent editions of the Strategy, following changes to some terms and definitions. The recreational boating facilities hierarchy is consistently adopted state wide to define the level of service, existing and planned, of recreational boating facilities. It has been used in the Central Region Boating Coastal Action Plan 2007 and in the Western Boating Coastal Action Plan 2010.

The terms used for levels in the hierarchy – particularly ‘district’ and ‘local’ – do not imply that the usage of facilities in such places is or should be limited to residents of the immediate area. Rather, they refer the scale of development that is appropriate at the location, taking into account physical and environmental factors and the availability of support services.

The following table shows the elements that are generally provided at each level of service in the hierarchy.
Table 4 Recreational boating facilities hierarchy
The following elements are generally provided at each level of service in the hierarchy: ✓ Required • Optional ✗ Not required

<table>
<thead>
<tr>
<th>Typical components</th>
<th>State marine precinct</th>
<th>Regional boating precinct</th>
<th>District boating facility</th>
<th>Local boating facility</th>
<th>Basic boating facility</th>
<th>Informal boating facility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Access</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safe harbour [safe haven]</td>
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<td>✓</td>
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<td>✗</td>
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<tr>
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</tr>
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</tr>
<tr>
<td><strong>Launch and retrieval</strong></td>
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<td></td>
<td></td>
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<td></td>
</tr>
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<td>Boat ramps</td>
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<tr>
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<td>Mooring jetties</td>
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<td>Commercial shipping facilities</td>
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<td><strong>Supplementary services</strong></td>
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<td></td>
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<tr>
<td>Fuel</td>
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<td>✓</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Service utilities (power/water/lighting)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Recreational/tourist facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capacity for major public boating events</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Boat hire/charter</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Commercial vessel berthing facilities</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Community facilities (including club rooms)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Recreational facilities (picnic tables, BBQs)</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Retail or entertainment and land based uses/attractions</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td><strong>Maintenance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat repair and servicing</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Chandlery/boating retail</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
Map 2 Location of sites with a future role as a state, regional or district facility
Recreational Boating Facilities

- State
- Regional
- District
- Local
- Major Rivers
- Local Government Boundaries
- Recreation and Conservation Areas
Section 5 (Boating areas) describes the boating areas and identifies the current and future role of each recreational boating facility. The proposed future roles for particularly important locations are identified in the table below. The locations are shown in Table 5.

<table>
<thead>
<tr>
<th>Level of facility</th>
<th>Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td>State marine precinct</td>
<td>Paynesville, Lakes Entrance</td>
</tr>
<tr>
<td>Regional boating precinct</td>
<td>Inverloch, Port Welshpool, Port Albert, Sale, Loch Sport, Metung, Mallacoota</td>
</tr>
<tr>
<td>District boating facility</td>
<td>McLoughlins Beach, Marlay Point, Hollands Landing, Nicholson and Johnsonville, Lake Tyers, Marlo, Bemm River</td>
</tr>
</tbody>
</table>

Informal recreational boating facilities throughout Gippsland include (but are not limited to):
- Alberton boat launching site
- Robertsons Beach boat launching site
- Delray Beach boat launching site
- Avon River boat launching site
- Bekta River launch site.

At all of these locations boats are launched informally across beaches and river banks.

The future role identified for each location determines the type and scale of development for the site. Planners and managers should consider the designated role of a facility or group of facilities when developing local management plans. Preparation or revision of local plans, such as foreshore management plans or national parks management plans, provides an opportunity to consider any issues concerning existing facilities and to determine whether upgrades or new infrastructure are required and appropriate.

Section 6 of this document lists priority actions for addressing some of the issues listed in section 4.1 above.

1.2 Develop coastal management plans or site master plans for locations identified as having a future role as a state or regional boating precinct or a district boating facility, where the plans do not already exist (Port Welshpool, Port Albert, Loch Sport, McLoughlins Beach, Paynesville-Eagle Point-Raymond Island, Lake Tyers, Marlo, Bemm River) and review those that are more than 10 years old.

4.2 Make boating safer, enjoyable and available to users of all abilities

Gippsland coastal waters provide a wide variety of opportunities for recreational boaters and cater for different levels of capability and experience. However, recreational boating, especially in the ocean, does carry some risks. While land managers and other agencies play an important role in making recreational boating as safe as possible, through design of facilities, public education and enforcement, boat operators have an obligation to minimise their own risks through ensuring that their skills are sufficient for the activities they wish to undertake.

The design and construction of boating facilities should accommodate a range of user abilities, including less experienced boaters and special needs users.

It is important that recreational boaters can easily identify locations suited to their level of capability and experience.

Recreational boating safety should be actively promoted with accurate and clear information across the region in a variety of accessible forms. This could be done by:
- coordinated public information
- site based webcams
- education of boaters about safer boating and boating opportunities
- encouraging boaters to use the facilities that are most appropriate to their type of craft and activity.

Facilities throughout Gippsland currently vary in the degree to which they comply with the Australian Standard on Design of Marinas (AS 3962) and safety regulations. The standard applies principally to the design of facilities within marinas and is also appropriate for facilities in other protected waterways. It is arguably less relevant to other types of boating facilities, such as ocean access boat ramps. An attempt to apply it literally to all boating facilities in Gippsland might lead to unacceptable environmental or social impacts or unachievable costs. It might also mean that some facilities that currently serve a useful role would need to be closed.

However, the design of any new or upgraded boating facilities in Gippsland should take account of the Australian standard (as appropriate to local conditions) and should be planned and designed with boating safety as a primary consideration. Any facilities that deteriorate to a point that creates a public safety risk should be closed until they are made safe or permanently removed.
The term ‘safe haven’ has been used to describe an area where boaters can find shelter and refuge in unfavourable weather conditions. It should be noted that these areas are not safe in all weather conditions and therefore are not called safe havens in this report. There are limited opportunities throughout Gippsland for safe refuges, and sometimes the distances between safe refuges are vast.

Disabled access should be catered for at state marine precincts, regional boating precincts and is optional at district and local boating facilities. Disabled access should not be expected at basic or informal boating facilities. Opportunities for disabled access and facilities that assist in allowing access for people of all abilities should be considered and implemented at other locations where appropriate.

Section 6 of this document lists priority actions for addressing some of the issues listed in section 4.2 above. These include:

3.1 Seek to achieve compliance with relevant Australian Standards (e.g. AS-3962, AS4997) in the provision of new recreational boating facilities or any upgrade or maintenance work undertaken to existing facilities, except where local environmental or other circumstances make this unviable or undesirable.

3.5 Comply with disabled access requirements in any new works at all state and regional precincts and provide that information to the Gippsland Boating Coastal Action Plan implementation committee.

3.7 Develop a plan to standardise information and signage for recreational boating facilities across the area. Consider the need for signage complying with appropriate Australian standards that addresses potential contaminants to the environment.

3.8 Develop strategies for providing consistent information and disseminating those messages about safer boating in the Gippsland region.

3.9 Review and develop recreational boating guides for all ports and waterways.
4.3 Contribute to the long-term sustainability of facilities

The location of many boating facilities has evolved over time and in many cases facilities are not in ideal locations. In some cases it may not be possible to keep facilities in their current locations due to costs associated with maintenance or unacceptable impacts on the natural environment or on local communities. The future effects of climate change and sea level rise also need to be taken into account when considering the long-term viability of boating infrastructure.

When assessing the suitability of locations, consideration needs to be given to:
- maintenance requirements
- climate change impacts
- dredging and other ongoing management issues.

Maintenance of existing facilities involves providing:
- consistent facilities in line with appropriate Australian standards (e.g. boat ramp surface)
- disabled access at destinations which are used by large numbers of visitors for a range of boat-related uses, e.g. state and regional marine precincts
- infrastructure upgrades to ensure adequate safety
- additional facilities to cater for kayaks, canoes and other forms of boating
- services at berthing facilities (water, power) to boost touring opportunities.

Where recreational boating facilities are considered to be not viable in their current location and at their current level, the management response may be to relocate, down grade or decommission them.

Due to the problems associated with underutilised facilities and their maintenance as well as disproportionate investment in such facilities, developments should be designed to respond to high but not maximum demand.

4.4 Provide coordinated management

Recreational boating facilities in the Gippsland coastal region are managed by a number of different agencies and organisations. Facility managers include Gippsland Ports, Parks Victoria, three shires and eight community-based volunteer committees of management. Management roles and responsibilities in relation to recreational boating in Gippsland are often complex, and management skills and resources differ between those involved. Volunteer committees of management may have limited resources and funding. At some facilities there is confusion over management and as a result maintenance is often not funded and so is neglected.

It is often unclear to users of recreational boating facilities which agency is responsible for a facility and this can be a source of frustration. Differing fees, charges and levels of service exist between agencies and facilities.

This plan seeks to improve management of recreational boating facilities through:
- encouraging the development of a memorandum of understanding between agencies where management responsibilities are unclear
- advocating integrated and consistent management of facilities.

Section 6 of this document lists priority actions for addressing some of the issues listed in section 4.4 above. These include:

7.1 Establish Gippsland Boating Coastal Action Plan implementation committee to meet twice yearly or as required during the life of this plan.

7.2 Develop a detailed Gippsland Boating Coastal Action Plan implementation plan to be endorsed by all members of the implementation committee in the first six months after this plan’s endorsement by government.

7.3 Conduct a review of management arrangements of all state, regional, district and local boating facilities. Receive written confirmation from facilities managers and waterway managers of their agreed roles and determine if there are more appropriate alternative management arrangements.

7.4 Use the management review to prioritise and formalise, if necessary, alternative management arrangements for various Gippsland boating sites.
This section contains the results of the assessment of the condition of all recreational boating facilities in the Gippsland coastal area, which was undertaken from September to December 2010. It also describes the current and proposed future level of each facility using the terms of the recreational boating facilities hierarchy.

Each of the three ‘boating areas’ of the Gippsland Coastal Region has been divided into sub-areas based on location, facilities and estimated user catchment areas.

The information is listed in geographical order from west to east.

5.1 South Gippsland

Anderson Inlet

Anderson Inlet is located in the southern section of the plan area, and its western and northern shores – including Inverloch and Mahers Landing – are within the Central Coastal Board’s region.

This area is included in the Central region Boating Coastal Action Plan (2006). It is appropriate to also include these areas in the Gippsland Boating Coastal Action Plan as the major part of the inlet is within the Gippsland Coastal Board region and it plays a significant role in the network of boating facilities across Gippsland. Inverloch, Mahers Landing and Venus Bay contain the major boating facilities on Anderson Inlet. Tarwin Lower is on the Tarwin River, which flows into Anderson Inlet. Anderson Inlet is an extremely popular waterway for fishing and recreational boating activities. The area has experienced very high population growth and demographic change over the last 10 years. It is just over a one-hour drive by car from the southeastern suburbs of Melbourne. With overcrowding and long waiting times reported at many boat ramps in Port Phillip and Westernport bays, many Melbourne based boaters are reportedly choosing to travel to Inverloch and other areas of South Gippsland to launch their boats.
Existing facilities
There is an existing two lane boat ramp and jetty at Inverloch. Recent minor works were completed on the Inverloch public jetty to improve safety and better cater for transient berthing, tourism and recreation use. Inverloch is a very popular area and the boat ramp and jetty reach maximum capacity during peak periods. Boating facility users listed parking and boat launching waiting times as the two most pressing difficulties needing to be addressed. The shortage of parking and the excessive waiting times also cause problems for other foreshore users, and traffic congestion on nearby roads during peak times.

At Mahers Landing there is a single lane boat ramp and adjacent car park, but no jetty for loading equipment and passengers.

At Venus Bay there is a two lane boat ramp and jetty. Siltation of the ramp and the access channel is an ongoing problem, with dredging of the channel required to maintain access. Venus Bay is a suitable site for launching smaller boats and non-powered craft such as kayaks and canoes.

A single lane boat ramp and jetty at Tarwin Lower is popular for launching smaller boats, kayaks and canoes. There is a public jetty, car park and toilet block. This is considered a suitable location for low key, passive recreational use.

Future planning and development
At Mahers Landing, a separate investigation, on behalf of the South Gippsland Shire, recommended developing the area into a district boating facility. This could include an improved boat launching ramp, onshore support facilities and other elements. Increasing the capacity of Mahers Landing has the potential to alleviate the pressure of usage at Inverloch, particularly in peak times. The review and updating of the Central region Boating Coastal Action Plan by the Central Coastal Board will provide strategic direction for the future of this site.

<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inverloch</td>
<td>Two ramp lanes</td>
<td>Bass Coast Shire</td>
<td>District</td>
<td>Regional</td>
</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td>Mahers Landing</td>
<td>Two ramp lanes</td>
<td>Bass Coast Shire</td>
<td>Local</td>
<td>To be determined by CCB</td>
</tr>
<tr>
<td>Venus Bay</td>
<td>Two ramp lanes</td>
<td>South Gippsland Shire</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>South Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>Tarwin Lower</td>
<td>One ramp lane</td>
<td>South Gippsland Shire</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
</tbody>
</table>
Waratah Bay

The area surrounded by Cape Liptrap Coastal Park and Shallow Inlet Marine and Coastal Park creates a natural setting. It has low-key developments as well as providing boat access to the ocean and the western side of Wilsons Promontory National Park.

A large influx of holiday home owners and other visitors during summer months take advantage of the nearby beach and foreshore areas around Waratah Bay for popular recreational activities such as recreational boating, fishing, surfing, wind surfing, kite surfing, swimming, and other beach based activities. Dramatic weather changes in the waters of Waratah Bay have contributed to boating accidents and fatalities in the area in the past. Making facilities safer and reducing their impact on the environment and other beach users remains the emphasis for the area.

Existing facilities

Boats can be launched across the beach at Walkerville North via a basic concrete ramp at the end of the road, but this often demands local knowledge and tractor assistance. Similarly at Walkerville South potential safety issues have been identified due to there being only a short section of concrete ramp across part of the beach. Significant conflicts between boat users and other foreshore users at Walkerville North and Walkerville South arise from extremely limited space to improve car parking, turnaround areas or other onshore facilities at both these locations. The confined space restricts any further development of boating facilities in the area. Boating safety has been highlighted as an issue by stakeholders and community groups in this area. Both boat ramps in Walkerville are currently unsafe for users and require repairs to improve their safety. The challenge of ensuring safety raises the question whether such facilities should be downgraded to discourage additional use.

Sandy Point is a renowned area for windsurfing, kite surfing and other water based recreational activities. Cars can be parked on the beach and sand dunes to enable boat launches from the shoreline. The Sandy Point Foreshore Management Plan (DSE, 2010) considered the impact of vehicle and trailer access to the beach and determined that it should continue to be permitted.

At Sandy Point the challenge is to balance competing needs in the area on busy summer days.

There is a small boat ramp into Shallow Inlet via the caravan park, as well as a number of boat moorings.
Wilsons Promontory
A popular national park surrounded by a marine national park and marine reserves, Wilsons Promontory attracts large numbers of bushwalkers, campers, beach goers and nature lovers during peak holiday periods. Fishing within the marine national park is prohibited but boats are permitted for boat based camping and other activities such as snorkelling, diving, sightseeing and picnicking. Refuge Cove is a popular destination for all types of cruising boats seeking sheltered anchorage.

Existing facilities
Launching for boats on trailers within the park is restricted to Tidal River, by prior arrangement only, although many smaller watercraft are carried across the beach to launch. Due to flood damage to Tidal River, this launching facility was closed in 2010, but is expected to be reopened shortly.

Future planning and development
Increased boating may pose threats to the environment as well as to remote nature based experiences in this popular recreational area. Any proposals for additional recreational facilities at Wilsons Promontory should be evaluated as a part of a review of the Management Plans for the national park, marine national park and marine reserves.

<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tidal River</td>
<td>Beach launch (by arrangement)</td>
<td>Parks Victoria</td>
<td>Informal</td>
<td>Informal</td>
</tr>
</tbody>
</table>
Corner Inlet

Corner Inlet is listed as a Ramsar site and boasts significant environmental values. The multi-use Corner Inlet Marine and Coastal Park covers most of the Inlet, although two small areas adjoining the northern part of Wilsons Promontory National Park make up the Corner Inlet Marine National Park, where fishing is prohibited. Corner Inlet contains boating facilities at Yanakie, Port Franklin and Toora. Many of these facilities are sited in environmentally sensitive areas and their impact on the environment is an issue that needs to be considered.

Existing facilities

A two lane boat ramp at Yanakie (Duck Point) is affected by the tide and sand build up. It is used by boaters staying at the adjacent caravan park and others in the local area. Current Yanakie boat ramp users expressed satisfaction with the existing facilities. At present boats can be launched quickly and efficiently during peak times. The adjacent caravan park provides ample boat storage and vehicles can be returned to the caravan park immediately after launching, easing pressure on the public car parking area. There are some fixed moorings off the beach. However, access at low tide can cause damage to seagrass from boat propellers.

Port Franklin wharf and jetties are used by recreational boaters and a commercial fishing fleet operates from the area. The town also has a slipway and recently upgraded mooring facilities. There is a two lane boat ramp and floating jetty at Toora which is tide dependent and affected by sand build up, meaning it is only accessible for a small part of the tidal cycle. Dredging of the access channels has been proposed and is under investigation by South Gippsland Shire. If no action is taken the area will remain inaccessible to many boaters.

Future planning and development

The access and tidal restrictions at Yanakie, Corner Inlet and Port Franklin limit any new development of recreational boating facilities. The focus for this area will be on maintaining recreational boating at its current level while reducing the impact on the natural environment of the Corner Inlet embayment through a reduced need for dredging and other maintenance activities.

Sand build up and channel depth are restricting use of Toora’s high quality facilities. A long-term solution for the Toora boat ramp needs to be determined through a more detailed planning process.

<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yanakie</td>
<td>Two ramp lanes</td>
<td>South Gippsland Shire</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>Port Franklin</td>
<td>Jetty Port Franklin</td>
<td>Committee of Management</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>Port Franklin</td>
<td>Jetty (Fishermans Wharf)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>Toora</td>
<td>Two ramp lanes and jetty</td>
<td>South Gippsland Shire</td>
<td>Local</td>
<td>Local</td>
</tr>
</tbody>
</table>
Port Welshpool

Port Welshpool is a significant commercial port servicing the offshore oil, gas and fishing industries as well as being a popular recreational boating area. It is well positioned for recreational boating with the potential to accommodate more boating activity. However, Port Welshpool does not yet have the community facilities and land based attractions to support a state marine precinct – the classification given to it in the Victorian Coastal Strategy – but could grow to function as a regional boating precinct in the next five years and onwards.

Existing facilities

There is an existing three lane boat ramp with an alongside jetty and a floating jetty at the end, supported by a large parking area. The position of the ramp creates conflict between commercial and recreational waterway users. There are also wet berths available on several jetties. The recreational boating facilities at Port Welshpool are well used throughout the year, with most of the use being for launching and retrieval of powerboats. Users identified that boat launching could be made more efficient through better design of the launching area and car park.

The Long Jetty at Port Welshpool is closed to public access at present. South Gippsland Shire is seeking funding for its reopening with a general recreational and tourism focus.

Future planning and development

A marina has been proposed for Port Welshpool along with other projects to provide increased recreational boating capacity. Development of a Foreshore Management Plan for Port Welshpool would enable these proposals to be evaluated in conjunction with town planning and infrastructure requirements, as well as considering environmental and climate change issues that may affect the township.

<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Welshpool</td>
<td>Three ramp lanes</td>
<td>South Gippsland Shire</td>
<td>District</td>
<td>Regional</td>
</tr>
<tr>
<td></td>
<td>Jetty (Marginal Wharf)</td>
<td>Gippsland Ports</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Catwalk Jetty)</td>
<td>Gippsland Ports</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Fisherman’s Jetty)</td>
<td>Gippsland Ports</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Ferry Terminal Jetty)</td>
<td>Gippsland Ports</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Long Jetty)</td>
<td>Gippsland Ports</td>
<td>Closed</td>
<td>To be determined by facility manager</td>
</tr>
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</table>
Port Albert

Port Albert is one of Victoria’s oldest seaports. It is adjacent to the Nooramunga Marine and Coastal Park and protected from Bass Strait by several barrier islands. It offers the most immediate access to the ocean from the Latrobe Valley area. The Victorian Coastal Strategy identifies Port Albert as a regional boating location.

Existing facilities

There is a public wharf, a two lane boat ramp, and several jetties providing permanent and temporary berthing facilities, many of which have recently been upgraded. The boat ramp is accessible at all tide levels and offers an adjacent floating jetty to assist with boat launching and retrieval.

Future planning and development

There is currently some interest in the development of a marina and dry boat storage along the Port Albert waterfront. This proposal should be considered as part of preparation of a Foreshore Management Plan for Port Albert.

<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Albert</td>
<td>Two ramp lanes</td>
<td>Wellington Shire</td>
<td>District</td>
<td>Regional</td>
</tr>
<tr>
<td></td>
<td>Jetty (boat ramp)</td>
<td>Wellington Shire</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (slip jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (boat harbour jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Hotel Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Fishermans Wharf)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Rutters Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>One ramp lane (Stockwell Street)</td>
<td>Wellington Shire</td>
<td>Basic</td>
<td></td>
</tr>
<tr>
<td></td>
<td>One ramp lane (Port Albert Yacht Club)</td>
<td>Wellington Shire</td>
<td>Basic</td>
<td></td>
</tr>
</tbody>
</table>
Manns Beach, Robertsons Beach, McLoughlins Beach and Seaspray

This area, located within the Nooramunga Marine and Coastal Park, is separated from nearby Bass Strait by barrier islands. There are a number of entrances to Bass Strait, with the one closest to McLoughlins Beach located approximately five kilometres from the boat ramp via a meandering channel. Access to the entrance can change erratically due to the dynamic coastal processes at this location. All of the recreational boating facilities in this area are tide affected, with access restricted at various stages of the tidal cycle. The tidal influence constrains opportunities for further development of facilities.

Existing facilities
There is a small ramp and jetty located at Manns Beach. A lack of maintenance at Manns Beach has rendered the boat ramp unsafe for public use. A decision needs to be taken by the facility manager about whether the boating facilities should remain in the present poor condition or be removed altogether to protect public safety. The retention of a basic boat ramp at this location into the future is supported. The jetty, which is some distance from the ramp, is used mainly for fishing and promenading but also has a role in loading passengers and gear onto and off boats.

Beach based boat launching is possible at Robertsons Beach, and there are some limited onshore support facilities.

There is a two lane boat ramp and alongside jetty at McLoughlins Beach as well as a separate jetty which is used for fishing, promenading and occasional emergency access from the water to the shore at low tide. McLoughlins Beach offers onshore support facilities such as car and boat trailer parking, overflow parking areas and toilets. The existing facilities are used predominantly by powerboats, with many reaching Bass Strait through the channel.

The area along the Ninety Mile Beach is located in the Ninety Mile Beach National Park and a short section is adjoined by the Gippsland Lakes Marine National Park. The area has no formal facilities. Small boats can be launched at the Seaspray boat ramp into Merrimans Creek. Larger boats can only get to the area by launching at McLoughlins Beach.

Developing the boat ramp and other recreational boating facilities at McLoughlins Beach remains an issue for the local community. As it stands, McLoughlins Beach has a limited capacity to deal with any increased boating activity. There is a significant safety issue for boats going through the entrance and the channel. In the short term, the feasibility of dredging to maintain access to the ramp needs to be further investigated in view of the current and future costs of maintenance. It is likely that in the longer term reconfiguration of facilities may be needed.

Future planning and development
Preparation of a foreshore management plan for McLoughlins Beach would enable options for the redevelopment of recreational boating and other marine infrastructure to be considered in an integrated manner.
<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manns Beach</td>
<td>One ramp lane</td>
<td>Wellington Shire</td>
<td>Basic</td>
<td>Basic</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td>Varied recreational uses*</td>
<td>Mann’s and McLoughlins Beach jetties will continue to provide for a variety of recreational and safety uses although their roles in the recreational boating hierarchy need to be explored through more detailed planning processes.</td>
</tr>
<tr>
<td>Robertsons Beach</td>
<td>Beach launching</td>
<td>Parks Victoria</td>
<td>Informal</td>
<td>Informal</td>
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<tr>
<td>McLoughlins Beach</td>
<td>Two ramp lanes</td>
<td>Wellington Shire</td>
<td>District</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (boat ramp jetty)</td>
<td>Wellington Shire</td>
<td>District</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (McLoughlins Beach Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td>Varied recreational uses*</td>
<td></td>
</tr>
<tr>
<td>Seaspray</td>
<td>One ramp lane</td>
<td>Seashpray Foreshore Reserve Committee of Management</td>
<td>Local</td>
<td>Local</td>
<td></td>
</tr>
</tbody>
</table>

* Mann’s and McLoughlins Beach jetties will continue to provide for a variety of recreational and safety uses although their roles in the recreational boating hierarchy need to be explored through more detailed planning processes.
5.2 Gippsland Lakes

Sale

The township of Sale is a major population centre but a number of factors have prevented its wharf precinct reaching its full potential as a boating destination.

Access to the port is restricted by height limitations on the Swing Bridge situated three kilometres south of the port (which is now operational after undergoing repairs). The Swing Bridge is opened to the public at identified times and can be opened by prior arrangement for boating access. The area between Sale and the Swing Bridge is popular for rowing.

A lack of on-water fuel is a deterrent to some recreational boating visitors to Sale. Ease of access, fuel availability and sewage pump-out will determine the viability of Sale as a reliable recreational boating facility in the future. Its close proximity to existing boating facilities in nearby areas means Sale will need to offer visitors something extra to come to the township.

Other nearby facilities located at Hollands Landing and Marlay Point offer the local community alternative places to launch their boats, with more direct access to the Gippsland Lakes.

Existing facilities

Facilities at the Port of Sale consist of a refurbished wharf that is available for permanent and temporary moorings, and pen berths. There is a small slipway and a two lane boat ramp with a jetty on the south side. A new rowing facility supports the growth in rowing in this area.

Future planning and development

The Sale wharf has undergone major infrastructure upgrades in recent years and further works are at the development stage as part of implementing a master plan. Wellington Shire has earmarked the Sale wharf area as a significant growth area for development and is considering appropriate places for proposed expansion. Some private investment is required for the next stage of the Sale wharf precinct master plan.

Promoting the Swing Bridge as a tourist destination and providing some transient moorings might assist in developing the recreational boating activity in this area.

Establishing an on-water fuel facility at Sale has been identified as a high priority (Gippsland Ports 2008) and is essential in encouraging recreational boating visiting to Sale.
<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sale</td>
<td>Two ramp lanes</td>
<td>Wellington Shire</td>
<td>Local</td>
<td>Regional</td>
</tr>
<tr>
<td></td>
<td>Jetty (floating)</td>
<td>Wellington Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Port of Sale Wharf</td>
<td>Wellington Shire</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rowing platform</td>
<td>Wellington Shire</td>
<td>District</td>
<td></td>
</tr>
</tbody>
</table>

Hollands Landing
Loch Sport and Southern Lake Victoria

There are a number of boating facilities around Loch Sport spread along the Lake Wellington foreshore. Loch Sport has been identified as having a future role as a regional marine precinct. Offering Loch Sport as an alternative to Paynesville, Lakes Entrance and Metung will ease the pressure at these places during peak holiday times throughout the Gippsland Lakes region.

Existing facilities

These include two public jetties and three boat ramps as well as a private marina and jetty. The main boat launching area consists of a two lane boat ramp and a large jetty at the western end, which also boasts a large car park area and clubhouse adjacent to the caravan park. There are two other smaller boat launching ramps at The Boulevard and Seagull Drive with the latter ramp requiring ongoing dredging owing to sand build up. There is a public jetty located near the private marina, which provides temporary berthing to visiting boats.

In order to make Loch Sport a more attraction location for recreational boaters, a protected harbour, on-water fuelling, maintenance of the sewage pump-out system and other services are needed.

In certain weather conditions boating on Lake Victoria can quickly become unsafe and boat launching and retrieval at Loch Sport becomes difficult. Some recreational boaters believe a protected harbour at Loch Sport would ease these problems, but the local community is divided on this issue. Development of an additional marina or other facilities to cater for visiting boats has also been proposed.

A feasibility study, undertaken in 2007, concluded that a protected harbour and marina at Loch Sport would increase boating safety and could be an advantage to tourism and boating activity and the further development of the town, but was not economically feasible at present. Other investigations since then, including the revision of the Loch Sport Foreshore Management Plan, have explored different options but have not resolved the issue. Any additional recreational boating facilities would need to be supported by increased services and facilities in the town to attract and support visiting recreational boaters. Planning for additional recreational boating infrastructure in Loch Sport needs to be undertaken in unison with planning for the township.

The Deep Water Jetty is currently being rebuilt at the same location, to a design that is intended to improve functionality and use of the adjacent boat launching ramp. This facility will also provide for sewage pump-out, a service that has not been available at Loch Sport for some years.

Future planning and development

Developing a protected harbour and additional recreational boating facilities would be consistent with Loch Sport’s designated role as a regional boating precinct and major boating destination on the Gippsland Lakes. However, this development should only proceed if impacts on the environment, coastal processes, erosion, maintenance dredging and the local community can be resolved and managed.

Recent recommendations and feasibility studies (BASIS 2008, Ainley Projects 2007) suggest Loch Sport has an important future role as a regional boating precinct and major boating destination on the Gippsland Lakes. However, these studies also suggest that this type of infrastructure expenditure needs to be consistent with other aspects of development in Loch Sport. Otherwise, Loch Sport might be left with well developed boating facilities but a noticeable lack of town amenities and attractions to support residents and visitors. The role of Wellington Shire, therefore, is critical in these future planning processes.
<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
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</thead>
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<tr>
<td>Loch Sport</td>
<td>Two ramp Lanes</td>
<td>Wellington Shire</td>
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<td>Regional</td>
</tr>
<tr>
<td>Loch Sport</td>
<td>Jetty Mooring (Deep Water)</td>
<td>Gippsland Ports</td>
<td>District</td>
<td>District</td>
</tr>
<tr>
<td>Loch Sport</td>
<td>Jetty (Marina Jetty)</td>
<td>Gippsland Ports</td>
<td>District</td>
<td>District</td>
</tr>
<tr>
<td>Loch Sport</td>
<td>Marina (private marina)</td>
<td>Private</td>
<td>District</td>
<td>District</td>
</tr>
<tr>
<td>Loch Sport</td>
<td>One ramp lane (Seagull Drive)</td>
<td>Loch Sport Foreshore Reserve Committee of Local Management</td>
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</tr>
<tr>
<td>Loch Sport</td>
<td>One ramp lane (The Boulevard)</td>
<td>Loch Sport Foreshore Reserve Committee of Management</td>
<td>Local</td>
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</tr>
</tbody>
</table>

![Map of Loch Sport with facilities indicated]
Lake Wellington, McLennan Straits and Northern Lake Victoria

Hollands Landing is popular among recreational fishers while the swimming beaches and grassed picnic areas at Marlay Point make for an attractive recreation area. Wattle Point is a natural low-key area located on the north side of Lake Victoria.

Existing facilities

Marlay Point has a two lane boat ramp with a floating jetty and an adequate car parking area. The Lake Wellington Yacht Club is located here. An annual boating regatta is held with a race course that extends through McLennan Strait to Paynesville. Channel depth restricts usage of the Marlay Point boat ramp and jetty with siltation in the area restricting the size of boats that can be launched at this location. Maintenance dredging of this area presents an ongoing management issue that needs to be resolved for Marlay Point to function to its capacity.

Future planning and development

Any further development or upgrade at Marlay Point will be dependent on resolving issues associated with dredging and maintaining water depth. Dredging in this area would need to be assessed against criteria to be developed as part of this plan. Marlay Point is significant as a boating refuge area and it is important that water depth is maintained.

<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
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</tr>
<tr>
<td></td>
<td>Two ramp lanes</td>
<td>Wellington Marlay Point Shire</td>
<td>Local</td>
<td>District</td>
</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>Hollands Landing</td>
<td>Two ramp lanes and jetty</td>
<td>Wellington Shire</td>
<td>Local</td>
<td>District</td>
</tr>
<tr>
<td></td>
<td>Wharf</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>Avon River (Perry Bridge)</td>
<td>River launch</td>
<td>Wellington Shire</td>
<td>Informal</td>
<td>Informal</td>
</tr>
<tr>
<td>Wattle Point</td>
<td>One ramp lane plus landing</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td>Local</td>
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<tr>
<td></td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>Waddy Point</td>
<td>Swing moorings</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>Duck Arm</td>
<td>Swing moorings</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
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</table>
Paynesville and surrounding area (Newlands Arm, Raymond Island, Eagle Point)

Paynesville is a major boating destination centrally located and providing ready access to numerous popular destinations within the Gippsland Lakes. It has several important facilities servicing recreational boating, including numerous public and private marinas, jetties, boat ramps, dry boat storage and a canal estate. Paynesville boasts a strong boat servicing industry and caters for a wide range of recreational boating users through its expansive charter boat operations as well as public and private boat clubs.

The Gippsland Lakes Yacht Club and the Paynesville Motor Cruiser Club are active and host a number of events throughout the year, including the Gippsland Lakes boat show and muster. Recreational boat touring, fishing, water skiing and jet skiing are popular water activities at Paynesville.

Paynesville, including the surrounding areas Raymond Island, Newlands Arm and Eagle Point, fulfils a current role as a state marine precinct, a role it will continue to fill into the future.

On-water safety, congestion and conflict between different users are the main issues for this busy recreational location. There is immense pressure placed on boating facilities and other infrastructure during peak holiday periods. A study commissioned by Gippsland Ports 2004) looking at berthing identified ongoing demand for wet berths, both long-term and for casual overnight users.

Existing facilities

There are large numbers of independent facilities at Paynesville. There are six boat ramps distributed around Raymond Island, Newlands Arm and Paynesville. The ramps at King Street and Dawson Cove are well utilised and busy in peak times. At Fort King and Sunset Drive the boat ramps are under utilised and are capable of handling more boat launchings.

Marina and jetty berths are in demand, with waiting list in place for berths and moorings at some facilities in Paynesville.

Future planning and development

Fort King, Slip Bight Marina and Slip Road (Paynesville marine precinct) are locations where additional wet berths could be accommodated in the future. This should be considered at a local planning level. At other boating areas in Paynesville, improvements should aim to relieve congestion, increase ease of use and improve efficiency and safety.

There are a number of proposals currently under consideration in Paynesville that are consistent with its role as a state marine precinct and major boating destination. Several recent investigations and local management and master plans have been developed and are supported in principle, provided they are developed in a manner that is consistent with the hierarchy of principles in the Victorian Coastal Strategy (2008) and the principles in this plan.

East Gippsland Shire considers that the best way to consider the interaction between potential new boating facilities and other users of the foreshores and adjacent waters in the Paynesville is to prepare a Foreshore Management Plan for the area stretching from Eagle Point through Paynesville to Raymond Island.

Paynesville (Fort King)
<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paynesville</td>
<td>Two ramp lanes and jetty (Dawsons Cove, Newlands Arm)</td>
<td>East Gippsland Shire</td>
<td>District</td>
<td>State</td>
</tr>
<tr>
<td></td>
<td>Two ramp lanes (Sunset Drive)</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Sunset Drive)</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Progress Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Three ramp lanes and jetty (King Street)</td>
<td>East Gippsland Shire</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Sailability Jetty)</td>
<td>Gippsland Ports</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Grassy Point Marina)</td>
<td>Gippsland Ports</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Fishermans Wharf)</td>
<td>Gippsland Ports</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Southern Boat Harbour)</td>
<td>Gippsland Ports</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
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<td>Jetty (Central boat Harbour)</td>
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<td>Regional</td>
<td></td>
</tr>
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<td>Jetty (Northern Boat Harbour)</td>
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<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Two ramp lanes (Fort King)</td>
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<td>Local</td>
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</tr>
<tr>
<td></td>
<td>Two ramp lanes (Esplanade Boat Ramp)</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Marina (Slip Bight Marina)</td>
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<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Boardwalk)</td>
<td>Gippsland Ports</td>
<td>District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Two ramp lanes</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Public Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
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<td>Jetty (Resides Jetty)</td>
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<td>Local</td>
<td></td>
</tr>
<tr>
<td>Raymond Island</td>
<td>Jetty (Steamer Landing Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>Eagle Point</td>
<td>Two ramp lanes</td>
<td>East Gippsland Shire</td>
<td>Local</td>
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</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
</tbody>
</table>
Mitchell River, Nicholson River, and Tambo River

A number of boating facilities easily accessible from the highway and major town centres, such as Bairnsdale, are available in this area, as well as a number of private jetties in the rivers.

Existing facilities

The Nicholson River at Nicholson has a two lane boat ramp, jetties and pen berths, a large sealed car park area, toilets and other onshore support facilities. There are opportunities for increasing the capacity and efficiency of boat launching and casual berthing at this location.

At Johnsonville on the Tambo River there is a boat ramp with floating pontoons, a timber wharf, a concrete jetty, a large car park area, toilets and other day use facilities. There is a wharf at Swan Reach.

Management arrangements for boating facilities at both Nicholson River and Johnsonville need to be considered and rationalised where possible.

Improving boating facilities at Johnsonville, Nicholson and Swan Reach will help ease pressure on more sensitive areas of the river systems and on popular areas such as Paynesville and Metung.

At Bairnsdale there is a small boat ramp on the Mitchell River backwater and two public jetties and a rowing landing platform on the Mitchell River.

Kayaking and canoeing is increasing in popularity in all three major rivers, with the area being recognised as an important location for such activities. Improving and developing canoeing and kayaking facilities around the Bairnsdale-Swan Reach area is required into the future.

Future planning and development

While the present roles of the Nicholson River and Johnsonville facilities are classified as local they both serve a wider user catchment. In future they should be considered collectively as a district level facility. This will allow the facilities to be planned and managed to provide alternative destinations in busy periods and also to develop some complementary facilities for particular user groups.

There is a demonstrated need for more rowing and canoeing facilities, particularly around Bairnsdale, Nicholson, Johnsonville and Swan Reach. Locations for the new facilities should be identified and further investigated in consultation with stakeholders, with a view to having a network of facilities in the region.

Note that Swan Reach is not included in the district facility grouping as physical limitations to its growth prevent it from becoming larger than a local facility. However, there is a proposal for a new boat ramp and canoeing and rowing launching facility at Swan Reach. This project should be assessed for consistency with the hierarchy of principles given in the Victorian Coastal Strategy (2008) and the principles in this plan.
### Location Facility Manager Current role Future role

**Mitchell River**
- One ramp lane and jetty (Silt Jetties) East Gippsland Shire Local Local
- Jetty (Lower Landing) Gippsland Ports Local Local

**Bairnsdale**
- One ramp lane (Mitchell River backwater) East Gippsland Shire Local Local
- Rowing platform (Howitt Park) East Gippsland Shire Basic Basic
- Jetty (Butter Factory Jetty) Gippsland Ports Local Local

**Swan Reach**
- Jetty Gippsland Ports Local Local

**Nicholson**
- Two ramp lanes and jetty East Gippsland Shire Local District
- Jetty Gippsland Ports Local
- Pen berths Gippsland Ports Local

**Johnsonville**
- Two ramp lanes and pontoon East Gippsland Shire Local
- Jetty (Public Jetty) Gippsland Ports Local
- Jetty (Concrete Jetty) Gippsland Ports Local
Metung and Nungurner

Metung is a popular boating destination attracting tourists from a wide area during peak holiday periods. The lure of recreational boating, water skiing and fishing makes it one of the most popular destinations on the Gippsland Lakes. The Victorian Coastal Strategy identifies Metung as a regional boating facility.

The main boating areas in Metung are Shaving Point, Chinamans Creek, Boxes Creek, Metung Yacht Club and the Metung Marina and waterfront. There are a large number of private jetties in and around Metung.

Existing facilities

There is a recently upgraded two lane boat ramp at Shaving Point, plus an adjacent concrete landing used for the commercial barge that transports equipment to and from Mosquito Point.

Metung has two public jetties: Bancroft Bay jetty (the main wharf area) and Lake King jetty which both provide casual berths for visitors.

The main Metung marina has a boat ramp and boat lift while Chinamans Creek offers casual overnight berths in addition to permanent moorings, both in pens and on swing moorings. A privately owned marina has recently been completed at Kings Cove, with wet and dry berths available. There is also a small private marina on Bancroft Bay.

There are several boat charter businesses operating from Metung as well as an extensive range of recreational boating opportunities. Metung has an active yacht club that hosts an annual Easter yachting regatta as well as other events. Nungurner has a public and a private jetty as well as a small boat ramp and a number of swing moorings. Gippsland Ports is currently replacing the public jetty. The adjacent basic boat ramp, used for launching dinghies to access larger boats on swing moorings, is in urgent need of repair.

Future planning and development

A concept plan to redevelop the Metung Marina includes space for 180 wet berths of various sizes and some dry berths. The poor condition of the existing marina shows its urgent need for replacement. Redeveloping the marina in Metung will create a public focal point and will improve water based tourism and transient berthing.

At Chinamans Creek a long floating jetty and boardwalk proposal is being considered.
<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metung</td>
<td>Two ramp lanes and jetty (Shaving Point)</td>
<td>East Gippsland Shire District</td>
<td></td>
<td>Regional</td>
</tr>
<tr>
<td></td>
<td>Jetty (Shaving Point Loading Jetty)</td>
<td>East Gippsland Shire District</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Marina (Metung Marina)</td>
<td>East Gippsland Shire Regional</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Jetty (Hardstand)</td>
<td>East Gippsland Shire District</td>
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</tr>
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<td></td>
<td>Marina (Kings Cove)</td>
<td>Private District</td>
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</tr>
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<td>Jetty (Chinamans Creek)</td>
<td>East Gippsland Shire District</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Silvershot)</td>
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<td>Wharf (Metung Wharf)</td>
<td>Gippsland Ports Local</td>
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<td>Jetty (Lake King Jetty)</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Riviera Nautic)</td>
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</tr>
<tr>
<td></td>
<td>Marina (McMillan’s Marina)</td>
<td>Private District</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Burys Slipway (Bells Point)</td>
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</tr>
<tr>
<td>Nungurner</td>
<td>One ramp lane</td>
<td>East Gippsland Shire Basic</td>
<td>Basic</td>
<td>Basic</td>
</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>Gippsland Ports Local</td>
<td></td>
<td>Local</td>
</tr>
<tr>
<td>Harpers Bight</td>
<td>Swing moorings</td>
<td>Gippsland Ports Local</td>
<td></td>
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</tr>
</tbody>
</table>
Sperm Whale Head and Gippsland Lakes southern shores (Rotamah Island, Ocean Grange, Steamer Landing, and the Barrier Landing)

Several recreational boating destination points in Bunga Arm and on the southern shores of Lake Victoria, Lake King and Hopetoun Channel are popular for day use. These include Sperm Whale Head, Ocean Grange, Steamer Landing, and Barrier Landing and Rotamah Island.

Many recreational boaters visit the renowned water skiing area in Bunga Arm from Paynesville, Metung and Lakes Entrance. The area is also popular for boat based camping in the Gippsland Lakes Coastal Park.

Existing facilities

Each destination provides a jetty that offers temporary berths, as well as toilets for day visitors. Ocean Grange Jetty and Steamer Landing Jetty cater for larger boats as well as providing overland access to the Ninety Mile Beach.

The increasing popularity among recreational boaters places pressure on these destination points which is expected to increase in the future. Jetties and moorings reach maximum capacity during peak periods. Any increase in mooring capacity should be considered at a local planning level.

<table>
<thead>
<tr>
<th>Location</th>
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<th>Future role</th>
</tr>
</thead>
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<tr>
<td>Sperm Whale Head</td>
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<td>Rotamah Island</td>
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<td>Gippsland Ports</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>Ocean Grange</td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>Steamer Landing</td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>Barrier Landing</td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td>Local</td>
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</table>
Lakes Entrance

Lakes Entrance is a major recreational boating destination, identified as a state marine precinct in the Victorian Coastal Strategy. It provides facilities and services for recreational boating as well as offering alternatives for boaters if the weather deteriorates. Lakes Entrance is becoming increasingly popular for jet skis and high powerboats. Recreational boat based fishing from vessels of all sizes continues to be popular.

Lakes Entrance is a base for many boat hire, charter boat and cruise operators. This provides tourists with an opportunity to participate in a wide range of recreational boating activities.

There is a significant commercial fishing industry that operates out of Lakes Entrance, contributing to the boating activity in and around the town.

Existing facilities

There are a number of jetties along the Lakes Entrance waterfront including Post Office Jetty, Bank Jetty, Flagstaff Jetty and Western, Central and Eastern boat harbours and Cunninghame Quay, offering casual and permanent berths. There is an ongoing demand for wet berths at Lakes Entrance with waiting lists for several facilities.

A number of new facilities have recently been developed at Lakes Entrance. These include a marina at Cunninghame Quay and improved facilities at North Arm. The Cunninghame Quay marina is a state of the art facility catering for a range of charter boats and recreational boaters with services available. This level of development is consistent with Lakes Entrance’s role as a state marine precinct.

Future planning and development

A new foreshore management plan has been developed recently for Lakes Entrance, although it has not yet been approved formally by the Government. The projects identified in the draft management plan are supported in principle, provided they are consistent with the hierarchy of principles given in the Victorian Coastal Strategy (2008) and the principles in this Plan.
<table>
<thead>
<tr>
<th>Location</th>
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</tr>
</thead>
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<tr>
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<td>State</td>
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<tr>
<td></td>
<td>Three jetties (North Arm West)</td>
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</tr>
<tr>
<td></td>
<td>Two ramp lanes (Bullock Island)</td>
<td>East Gippsland Shire</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Two jetties (Bullock Island)</td>
<td>East Gippsland Shire</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Two ramp lanes (Marine Parade)</td>
<td>East Gippsland Shire</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Marine Parade)</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>One ramp lane</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Reeves Landing)</td>
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<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Bullock Island Fuel Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Post Office Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Bank Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Flagstaff Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Central Boat Harbour)</td>
<td>Gippsland Ports</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Western Boat Harbour)</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Eastern Boat Harbour)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Marina (Cunninghame Quay)</td>
<td>Gippsland Ports</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Cunninghame Arm boardwalk)</td>
<td>East Gippsland Shire</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty (Drews Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>Kalimna</td>
<td>Jetty (Kalimna Jetty)</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
</tbody>
</table>
5.3 Far East Gippsland

Lake Tyers and Nowa Nowa

Lake Tyers is a readily accessible recreational boating destination popular with water skiers, kayakers and canoeists keen to take advantage of its shallow water and attractive natural environment. Recreational fishing from small and medium boats is also popular. Nearby Nowa Nowa is easily accessible from the highway and provides launching facilities for small and medium boats.

Existing facilities

There are three boat ramps in the vicinity of Lake Tyers Beach township, including a boat ramp and jetty at Fishermans Landing with a parking area, toilets and picnic facilities. There is a boat ramp at the end of Mill Point Road but limited car parking makes access into this area problematic. The main boat ramp at Lake Tyers Beach at the northern end of the town has recently been upgraded, but parking in the area remains limited. A nearby disused boat ramp is used for launching canoes and kayaks. A single lane boat ramp, jetty and pontoon at Nowa Nowa provide access into the Nowa Nowa Arm of Lake Tyers.

The four boat ramps around Lake Tyers, including the one at Nowa Nowa, are all single lane and the main ramp at Lake Tyers Beach is prone to congestion due to limited car parking facilities. The restricted space available to extend parking facilities reduces the potential for future expansion of recreational boating in the area.

Future planning and development

The focus in this area is on maintaining and improving existing facilities to increase efficiency and safety at the boat ramps.

Lake Tyers is a popular area for canoeing and kayaking. There are opportunities to convert a disused boat ramp within the Lake Tyers Beach township into a canoe launching facility.

Any proposed expansion of boating activities in the area would need to consider the capacity for expansion of onshore facilities, as well as access to the water. A foreshore management plan needs to be developed for Lake Tyers. This is a priority action listed in this document.

<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Tyers</td>
<td>One ramp lane and jetty (Main Boat Ramp)</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td>District</td>
</tr>
<tr>
<td>Lake Tyers</td>
<td>One ramp lane and jetty (Fishermans Landing)</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>Lake Tyers</td>
<td>Shoreline launching (Mill Point Road)</td>
<td>East Gippsland Shire</td>
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<td></td>
</tr>
<tr>
<td>Lake Tyers</td>
<td>One ramp lane (canoe launch)</td>
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<td>Basic</td>
<td></td>
</tr>
<tr>
<td>Nowa Nowa</td>
<td>One ramp lane</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>Nowa Nowa</td>
<td>Jetty</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>Nowa Nowa</td>
<td>Jetty (pontoon)</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
</tbody>
</table>
Corringle to Mallacoota

Recreational boaters are attracted from near and far to the area for a natural wilderness experience and boat based recreational fishing. Much of the recreational boating in this area is based around camping and fishing.

The coastal area from Cape Conran to Mallacoota is predominantly within Cape Conran Coastal Park and Croajingolong National Park. At all of these sites, the challenge is to ensure that recreational boating and boating facilities do not have an adverse impact on the natural environment and other park users.

Boating in Croajingolong National Park is ideal for campers and nature lovers seeking a nature based experience. The sites already experience heavy patronage during peak holiday periods, prompting calls to discourage any increase in use at these times.

Existing facilities

The facilities at Corringle are located within a coastal reserve and are used extensively by locals and tourists with small boats.

Marlo has a single lane ramp, a jetty, a car park area and fishing clubhouse. The ramp is well used and can become congested, with traffic overflowing onto the access road. There may be opportunities to increase the efficiency of boat launching and retrieval in this area.

There is a single lane ramp with a landing jetty on the Brodribb River to the north of Marlo. The tourist paddle steamer Curlip operates from this area. The car park has been upgraded recently and further works are planned, including a toilet block. This site has been classified as part of the Marlo district level facility and should be considered in conjunction with the boating infrastructure in the township.

A single lane boat ramp is located on the Snowy River at Loch End.

Cape Conran has a single lane boat ramp with a jetty on the western side and adjacent parking. It provides one of the few opportunities in East Gippsland for direct access to the ocean.

There is a small township at Bemm River, where there are two boat ramps. The main ramp at Luderick Point has a jetty alongside with a floating pontoon and an adequate car parking area. Design problems with the pontoon mean that it does not operate as intended and can cause a build-up of weed that interferes with boat launching and retrieval.

The second smaller concrete boat ramp with an adjacent timber jetty is in need of significant maintenance. It provides the only boat access to Sydnenham Inlet when the entrance is closed and the lake level is high, as the access road and car park at Luderick Point are often flooded. It is important to retain the ability to launch at high water levels, not only for recreational use but also to allow management access to the entrance and other areas of the Cape Conran Coastal Park and Croajingolong National Park.

Future planning and development

East Gippsland Shire is currently preparing foreshore management plans for Marlo and Bemm River. The appropriate location and design of new or upgraded recreational boating facilities will be determined through this planning process.
<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
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</thead>
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<td>Corringle Slips</td>
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<td>Basic</td>
</tr>
<tr>
<td>Marlo</td>
<td>One ramp lane</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td>District</td>
</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>Gippsland Ports</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>One ramp lane and jetty (Brodribb River)</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jetty</td>
<td>East Gippsland Shire</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>Loch End</td>
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<td>Basic</td>
</tr>
<tr>
<td>Cape Conran</td>
<td>One ramp lane and jetty</td>
<td>Parks Victoria</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>Bemm River</td>
<td>One ramp lane and jetty (Luderick Point)</td>
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<td>District</td>
</tr>
<tr>
<td></td>
<td>One lane ramp and jetty (High Water Jetty)</td>
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<tr>
<td>Wingan Inlet</td>
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<td></td>
<td></td>
<td></td>
<td>Parks Victoria planning process</td>
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<tr>
<td>Tamboon Settlement</td>
<td>One ramp lane and jetty</td>
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<td>Basic</td>
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<td>(Peach Tree Creek)</td>
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<td>Tamboon Inlet</td>
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<td>Parks Victoria and East</td>
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<tr>
<td>(Furnells Landing)</td>
<td></td>
<td>Gippsland Shire</td>
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</table>
Mallacoota

Mallacoota is a major boating and fishing destination located close to the Victoria–New South Wales border which attracts boaters from a wide area, including Melbourne, major population centres in Gippsland and nearby interstate towns. The primary attraction is recreational fishing. Surrounded by Croajingolong National Park, Mallacoota is a popular nature based tourism area.

The four main boating facility locations within the Mallacoota area are Mallacoota wharf, Karbeethong, Bastion Point and Gipsy Point. There are also a number of small jetties throughout the national park that provide for short-term and overnight moorings.

The existing recreational boating facilities operate at full capacity at Mallacoota wharf, Karbeethong, Gipsy Point and other boating areas around Mallacoota during peak holiday periods.

Existing facilities

There are two single lane concrete boat ramps at the Mallacoota wharf area with a floating jetty adjacent to one of the ramps. The wharf area is popular with recreational boaters and others generally enjoying the area. There is a large foreshore caravan park adjacent to the area as well as moorings in this area used by boaters staying at the caravan park. There is a slipway at Coulls Point and a number of private jetties as well as a sand ramp area offering an informal boat launch.

At Karbeethong there is a two lane boat ramp with an adjacent floating jetty and timber jetty providing temporary and permanent berths but there is limited car parking in this area. There are also a number of private jetties in the Karbeethong area.

There are boat hire facilities at Bucklands Jetty (small timber jetty and parking area).

Bastion Point offers limited ocean access from a basic concrete ramp, which can prove dangerous for boat retrievals in bad weather.

At Gipsy Point there is a single lane boat ramp with an adjacent timber jetty, as well as a public jetty, car parking, toilet and picnic areas.

Future planning and development

At Mallacoota the main wharf is, and should remain, the main boating focus given its greater capacity to cope with large numbers of boats, cars and trailers during peak boating times. Future planning for the wharf area should focus on increasing the efficiency and capacity of the boat ramp and slip. Sealing the car park and the wharf area to prevent gravel and soil washing into the inlet is a priority.

Upgrading the existing ramp at Bastion Point has been a contentious issue for the community for several decades. An Environmental Effects Statement, under the Environment Effects Act 1978, was prepared and exhibited in 2007 evaluating options for an ocean access boat ramp at Bastion Point.

Following the conclusion of public hearings by the EES Inquiry/Panel in August 2008, the Inquiry reported to the previous Minister for Planning. The Minister subsequently endorsed East Gippsland Shire’s preferred option, subject to other statutory approvals being obtained. Since that time, a cultural heritage management plan has been approved and a number of other investigations have been carried out through the Department of Transport. More recently the Government, after considering all of the information available on improving ocean access at Mallacoota, has granted a Coastal Management Act 1995 consent for the Shire’s preferred option. This option is currently being progressed by East Gippsland Shire.
<table>
<thead>
<tr>
<th>Location</th>
<th>Facility</th>
<th>Manager</th>
<th>Current role</th>
<th>Future role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mallacoota</td>
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<td>Regional</td>
</tr>
<tr>
<td></td>
<td>Jetty (Boat Ramp Jetty)</td>
<td>Gippsland Ports</td>
<td>Regional</td>
<td>Regional</td>
</tr>
<tr>
<td></td>
<td>Jetty (Slipway Jetty)</td>
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<td>Regional</td>
</tr>
<tr>
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<td>Wharf (Mallacoota Wharf)</td>
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</tr>
<tr>
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<td>Two ramp lanes and pontoon (Karbeethong)</td>
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<tr>
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<td>Jetty (Karbeethong Jetty)</td>
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</tr>
<tr>
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<td>One ramp lane (Bastion Point)</td>
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</tr>
<tr>
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<td>Sand access (Betka River)</td>
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<tr>
<td>Gipsy Point</td>
<td>One ramp lane and jetty (Gipsy Point)</td>
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<tr>
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<td>Jetty</td>
<td>Gippsland Ports</td>
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<tr>
<td>Mallacoota Inlet</td>
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<td>Jetty (Genoa River Fire Trail Jetty)</td>
<td>Parks Victoria</td>
<td>Basic</td>
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<tr>
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<td>Jetty (Goanna Bay Jetty)</td>
<td>Parks Victoria</td>
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</tr>
<tr>
<td></td>
<td>Jetty (South West Arm Track Jetty)</td>
<td>Parks Victoria</td>
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<td>Basic</td>
</tr>
<tr>
<td></td>
<td>Jetty (Captain Creek Jetty)</td>
<td>Parks Victoria</td>
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</tr>
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<td></td>
<td>Jetty (Gravelly Point Jetty)</td>
<td>Parks Victoria</td>
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</tr>
<tr>
<td></td>
<td>Jetty (The Narrows Jetty)</td>
<td>Parks Victoria</td>
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<td></td>
<td>Jetty (Bucklands Jetty)</td>
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<td>Jetty (Kingfish Point Jetty)</td>
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</tr>
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<td>Jetty (Cemetery Bight Jetty)</td>
<td>Parks Victoria</td>
<td>Basic</td>
<td>Basic</td>
</tr>
<tr>
<td></td>
<td>Jetty (Allen Head Jetty)</td>
<td>Parks Victoria</td>
<td>Basic</td>
<td>Basic</td>
</tr>
</tbody>
</table>
Priority actions have been recommended. These will:

- lead to the development of a coordinated network of recreational boating facilities
- reduce the harmful effects of recreational boating on the environment
- make recreational boating safer and enjoyable, and available to users of all abilities
- contribute to the long-term sustainability of facilities
- reduce conflict between recreational boaters at places where usage is intense
- reduce conflict between recreational boaters and other users of the waterways
- coordinate and rationalise management of recreational boating and facilities.

The organisations responsible for carrying these out have been identified. Each action has been assigned a priority – high, medium or low. The agency or agencies responsible for planning an action are not necessarily responsible for carrying out the action(s). In the event that these planning and implementation functions are different they have been listed as such in the table. It should also be noted that the lead agency is listed first.

### Table 6 Priority actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead agency/ agencies</th>
<th>Who carries it out?</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Develop a coordinated network of recreational boating facilities</td>
<td>DEPI, Local Government, Gippsland Ports</td>
<td>Facility managers</td>
<td>High</td>
</tr>
<tr>
<td>1.1 Develop criteria for licensing ancillary boating structures such</td>
<td></td>
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</tr>
<tr>
<td>as boat lifts and floating docks that will address the risks of such</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>structures as well as their appropriate location.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2 Develop coastal management plans or site master plans for</td>
<td>Local Government, DEPI</td>
<td>Land and facility managers</td>
<td>High</td>
</tr>
<tr>
<td>locations identified as having a future role as a state or regional</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>boating precinct or district boating facility, where the plans do not</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>already exist (Port Welshpool, Port Albert, Loch Sport, McLoughlins</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beach, Paynesville-Eagle Point-Raymond Island, Lake Tyers, Marlo,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bemm River) and review those that are more than 10 years old.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3 Formalise the approach to the approval, governance and management</td>
<td>DEPI</td>
<td>Facility managers</td>
<td>High</td>
</tr>
<tr>
<td>of private jetty licences (as described in the Draft Boating Facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan 2000 (DSE 2000))</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Reduce the harmful effects on the environment</td>
<td>Gippsland Ports, Local Government</td>
<td>Facility managers</td>
<td>High</td>
</tr>
<tr>
<td>2.1 Put in place management protocols, arrangements and standards</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>for sewage pump-out facilities in the region (in line with Gippsland</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ports feasibility studies)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.2 Progressively establish and upgrade fuelling and pump-out</td>
<td>Gippsland Ports, Local Government</td>
<td>Facility managers</td>
<td>High</td>
</tr>
<tr>
<td>facilities in the region (in line with Gippsland Ports feasibility</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>studies)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.3 Encourage and instigate further research into the impacts of boat</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>wakes and speeds on the environment.</td>
<td>DEPI, Catchment Management Authorities</td>
<td>Research institutions</td>
<td>Medium</td>
</tr>
<tr>
<td>2.4 In periodically reviewing boating zones and speed limits for the</td>
<td>TSV (Maritime), Gippsland Ports, Waterway managers</td>
<td>TSV (Maritime),</td>
<td>Medium</td>
</tr>
<tr>
<td>safety of waterway users, consider the impacts of boat wakes on</td>
<td></td>
<td>Gippsland Ports,</td>
<td></td>
</tr>
<tr>
<td>natural environments in sensitive areas.</td>
<td></td>
<td>Waterway managers</td>
<td></td>
</tr>
<tr>
<td>2.5 Make compulsory the use of holding tanks and pump-out facilities</td>
<td>EPA</td>
<td>EPA</td>
<td>Medium</td>
</tr>
<tr>
<td>for boats capable of overnight use.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Action</td>
<td>Lead agency/agencies</td>
<td>Who carries it out?</td>
<td>Priority</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td><strong>3 Make boating safer, enjoyable and available to users of all abilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1 Seek to achieve compliance with relevant Australian Standards (e.g. AS-3962, AS4997) in the provision of new recreational boating facilities or any upgrade or maintenance work undertaken to existing facilities, except where local environmental or other circumstances make this unviable or undesirable.</td>
<td>Gippsland Ports, DEPI</td>
<td>Facility managers</td>
<td>High</td>
</tr>
<tr>
<td>3.2 Develop priorities for an audit of each boating facility, unless previously audited, to test compliance with appropriate Australian standards.</td>
<td>Implementation committee</td>
<td>Facility managers</td>
<td>High</td>
</tr>
<tr>
<td>3.3 Use the boating facility audit to assist with determining priorities for upgrading and maintenance works.</td>
<td>DEPI, Gippsland Ports, facility managers, Local Government, Department of Transport</td>
<td>Facility managers</td>
<td>High</td>
</tr>
<tr>
<td>3.4 Develop strategies to promote recreational boating in Gippsland emphasising the idea of appropriate locations for each type of activity.</td>
<td>Destination Gippsland, Tourism Victoria</td>
<td>Facility managers</td>
<td>Medium</td>
</tr>
<tr>
<td>3.5 Comply with disabled access requirements in any new works at all state and regional precincts and provide that information to the Gippsland Boating Coastal Action Plan implementation committee upon request.</td>
<td>Facility managers</td>
<td>Facility managers</td>
<td>Medium</td>
</tr>
<tr>
<td>3.6 Include in the Gippsland Boating Coastal Action Plan implementation plan opportunities for disabled access upgrades, if necessary, at state and regional facilities.</td>
<td>Implementation committee</td>
<td>Facility managers</td>
<td>Medium</td>
</tr>
<tr>
<td><strong>4 Ensure long-term sustainability of facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1 Develop criteria, in line with Commonwealth dredging protocols and other regulations, to assist local government and other committees of management to determine where and when dredging to maintain or enhance recreational boating is appropriate in Gippsland.</td>
<td>DEPI, TSV (Maritime)</td>
<td>EPA, Parks Victoria, Gippsland Ports, Catchment Management Authorities, Local Government</td>
<td>High</td>
</tr>
<tr>
<td>4.2 Prepare and review annually a list of regional priorities for development, maintenance and upgrade works and determine the ongoing budget requirements.</td>
<td>Implementation committee</td>
<td>Facility managers</td>
<td>Medium</td>
</tr>
<tr>
<td>4.3 Upon the completion of local coastal hazard assessments in the Gippsland Lakes and Ninety Mile Beach coastal area, a detailed consideration of those projected impacts and any mitigation measures to address them should be included in any future coastal/foreshore/master plans and associated works plans.</td>
<td>DEPI</td>
<td>Facility managers</td>
<td>Medium</td>
</tr>
<tr>
<td><strong>5 Reduce conflict between recreational boaters at places where usage is intense</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1 Include in all new or updated coastal management plans and infrastructure project plans a description of how to make more efficient use of facilities, particularly ramps and public jetties, to reduce user waiting times.</td>
<td>Local government, committee of management</td>
<td>Facility manager</td>
<td>High</td>
</tr>
<tr>
<td>5.2 Encourage recreational boaters to use alternative facilities in close proximity, where they exist, by marketing these opportunities.</td>
<td>Local government</td>
<td>Facility manager (could be others)</td>
<td>Medium</td>
</tr>
<tr>
<td><strong>6 Reduce conflict between recreational boaters and other users of the waterways</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1 In accordance with existing programs, accredit providers of boating safety training in Victoria.</td>
<td>TSV (Maritime)</td>
<td>TSV</td>
<td>Medium</td>
</tr>
<tr>
<td>Action</td>
<td>Lead agency/agencies</td>
<td>Who carries it out?</td>
<td>Priority</td>
</tr>
<tr>
<td>--------</td>
<td>----------------------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>7</td>
<td>Coordinate and rationalise management</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.1 Establish a <em>Gippsland Boating Coastal Action Plan</em> implementation committee to meet twice yearly or as required during the life of this plan.</td>
<td>GCB</td>
<td>Member agencies</td>
<td>High</td>
</tr>
<tr>
<td>7.2 Develop a detailed <em>Gippsland Boating Coastal Action Plan</em> implementation plan to be endorsed by all members of the implementation committee in the first six months after this plan’s endorsement by government.</td>
<td>GCB</td>
<td>Implementation committee</td>
<td>High</td>
</tr>
<tr>
<td>7.3 Conduct a review of management arrangements of all state, regional, district and local boating facilities. Receive written confirmation from facility managers and waterway managers of their agreed roles and determine if there are more appropriate alternative management arrangements.</td>
<td>DEPI, Implementation committee</td>
<td>DEPI</td>
<td>High</td>
</tr>
<tr>
<td>7.4 Use the management review to prioritise and formalise, if necessary, alternative management arrangements for various Gippsland boating sites.</td>
<td>DEPI, Implementation committee</td>
<td>Facility managers</td>
<td>Medium (after the review)</td>
</tr>
</tbody>
</table>
7 Implementation and review

7.1 Implementation
Rather than make recommendations on site-specific issues, the Gippsland Boating Coastal Action Plan 2013 recommends a level of service for recreational boating facilities across the region.

A dedicated implementation committee made up of representatives of stakeholder agencies will oversee implementation of the plan during a five-year period.

Specific actions should be addressed through local plans such as coastal management plans, site master plans or other appropriate processes.

7.2 Review
Legislation, under section 28 of the Coastal Management Act 1995, requires that coastal action plans be reviewed five years after endorsement. This means that a review will take into account any significant policy or other changes that have occurred over the lifetime of the plan.

Section 28 also states that the Gippsland Coastal Board may review a coastal action plan at any time with the approval of the Victorian Coastal Council. Further, the council or the minister may direct the Gippsland Coastal Board to review the plan.

Note that any change in the coastal action plan’s policy direction requires appropriate statutory approvals. For example, any written amendment to it needs approval from the Victorian Coastal Council and ministerial endorsement.

The Guidelines for Preparing, Implementing and Reviewing Coastal Action Plans (Victorian Coastal Council 2005) state that the review should address:
- how the plan has been implemented
- what the outcomes were
- what were the successes or failures of the plan?
- what unforeseen issues or impacts have arisen over the life of the coastal action plan?

The review process suggested in the Victorian Coastal Council guidelines is shown as a flow chart in Figure 2.

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**Figure 2 Coastal management document hierarchy**

- Coastal Management Act 1995 (state legislation)
- Victorian coastal strategy (state policy)
- Coastal action plan (regional)
- Foreshore management plan (local)
- Management plan (on-ground works)
<table>
<thead>
<tr>
<th>Glossary Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Activity nodes</td>
<td>Activity nodes are within existing coastal settlements and correlate with existing activity centres under Melbourne 2030 which provide a focus area for access to the coast, services, and social interaction within coastal settlements and coastal urban areas, and link and integrate the public and private realms within this area.</td>
</tr>
<tr>
<td>Benthos</td>
<td>the community of organisms which live on, in, or near the seabed, also known as the benthic zone.</td>
</tr>
<tr>
<td>Catchment</td>
<td>the area of land that drains to a watercourse or estuary.</td>
</tr>
<tr>
<td>Climate change</td>
<td>changes in climate attributed to the human-induced increase in concentration of greenhouse gases in the atmosphere. Climate change involves increases in temperature, sea level, and increased frequency of severe weather events such as storms.</td>
</tr>
<tr>
<td>Coast (Victorian)</td>
<td>broadly defined in this strategy to include: the sea and the seabed to the state limit three nautical miles or 5.5 km; land and inland waters in the coastal catchment.</td>
</tr>
<tr>
<td>Coastal action plan (CAP)</td>
<td>identifies strategic directions and objectives for use and development in a region or part of a region to facilitate recreational use and tourism, and to provide for protection and enhancement of significant features of the coast, including the marine environment.</td>
</tr>
<tr>
<td>Coastal-dependent use</td>
<td>uses, and associated infrastructure, which depend on the coasts’ natural assets and could not take place at any other location.</td>
</tr>
<tr>
<td>Coastline</td>
<td>generally where the land meets the sea.</td>
</tr>
<tr>
<td>Committee of management (CoM)</td>
<td>appointed under the Crown Land (Reserves) Act 1978 to Manage reserved Crown land on behalf of the Minister. For coastal land, committees are either an agency, such as Parks Victoria, Local Government, or community volunteers appointed through an expression of interest process.</td>
</tr>
<tr>
<td>Crown land</td>
<td>public land not vested in a public authority, including land temporarily or permanently reserved under the Crown Land (Reserves) Act 1978.</td>
</tr>
<tr>
<td>Cultural heritage</td>
<td>qualities and attributes possessed by places and objects that have aesthetic, historic, scientific or social value for past, present or future generations.</td>
</tr>
<tr>
<td>Effluent</td>
<td>a liquid, partially or completely treated or in its natural state, flowing from a water or sewage treatment plant.</td>
</tr>
<tr>
<td>Estuary</td>
<td>the zone where a river meets the sea, influenced by river flows and tides and characterised by a gradient from fresh to salt water.</td>
</tr>
<tr>
<td>Foreshore</td>
<td>the part of the seashore between the high-water mark and the low-water mark.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>physical structures which facilitate use of the coast, such as roads, paths, piers, toilet blocks.</td>
</tr>
<tr>
<td>Jetty</td>
<td>structure of wood, stone or concrete; extends from shore into the water.</td>
</tr>
<tr>
<td>Landing</td>
<td>Structure providing a place where boats can land people or goods.</td>
</tr>
</tbody>
</table>
**Marine National Park**
highly protected areas reserved and managed under the *National Parks Act 1975* that represent the range of marine environments in Victoria, and in which no fishing, extractive or damaging activities are allowed.

**Nature-based tourism**
tourism that relies on experiences directly related to natural attractions.

**Planning scheme**
is a legal document prepared by the local government or the Minister for Planning and approved by the Minister under the *Planning and Environment Act 1987*.
A planning scheme sets out policy and requirements for use, development and protection of land. It consists of a written document and any maps and plans it refers to.

**Recreation nodes**
areas located on coastal Crown land, outside of activity nodes and existing settlements which exhibit a high level of use and visitation for recreation and water-related activities.

**Registered Aboriginal Parties (RAPs)**
determined by the Aboriginal Heritage Council with important roles and functions in managing and protecting Aboriginal cultural heritage in Victoria under the *Aboriginal Heritage Act 2006*.

**Stakeholders**
individual or group with a vested interest in or affected by a project or process.

**Sediment**
insoluble material suspended in water that contains mainly particles derived from rock, soil and organic material.

**Settlement**
reference to a settlement in this strategy can include a regional centre, district town, town, village, hamlet or rural district.

**Sewage**
household and commercial wastewater containing human or trade waste.

**Siltation**
the pollution of water by fine particulates dominated by silt or clay. It refers both to the increased concentration of suspended sediments, and to the increased accumulation (temporary or permanent) of fine sediments on bottoms where they are undesirable.

**Structure plans (also known as township plans and urban design frameworks)**
planning tools that set out an integrated vision for the desired future development of a place, and establish a planning and management framework to guide development and land-use change in order to achieve stated environmental, social and economic objectives.

**Subsidence**
the sinking or lowering of the earth’s surface.

**Town**
a settlement with population levels that vary in line with general services. Diversity of demography and housing. Moderate to high levels holiday home ownership.

**Traditional Owners**
people who, through membership in a descent group or clan, have responsibility for caring for particular country. A Traditional Owner is authorised to speak for country and its heritage as a senior Traditional Owner, an elder or, in more recent times, as a registered native title claimant.

**Village**
a settlement with moderate population levels and seasonal fluctuations. Access to basic services. Sewer connections vary. Moderate to high levels of holiday home ownership in settlements closer to Melbourne or regional centres.

**Wharf**
is a structure on the shore where boats may dock to load and unload cargo or passengers.
<table>
<thead>
<tr>
<th>Acronyms</th>
<th>Description</th>
</tr>
</thead>
</table>
| **CCB**  | Central Coastal Board  
Established under the *Coastal Management Act 1995* as a strategic coastal planning advisory body. Region extends from Breamlea to Venus Bay. |
| **CoM**  | Committee of Management  
This refers to bodies delegated under the *Crown Land (Reserves) Act 1978* to manage defined parcels of Crown land, and includes appointed volunteer committees, Local Government (where they are Committee of Management), and other delegated bodies under the Act. |
| **DEPI** | Department of Environment and Primary Industries, formerly Department of Sustainability and Environment (DSE)  
Responsible for the sustainable management of public land, water resources, climate change, bushfires, forests and is. |
| **EPA**  | Environment Protection Authority  
An independent statutory authority set up to prevent and control pollution on land, in water and air, and industrial noise. |
| **GCB**  | Gippsland Coastal Board  
Established under the *Coastal Management Act 1995* as a strategic coastal planning advisory body. Region extends from the New South Wales border to Venus Bay. |
| **LG**   | Local government  
This refers to Local Government in their capacity as planners and providers of significant infrastructure and services across both private and public land, local by-law regulators, and as the level of Government representing the local community. See also CoM. |
| **PV**   | Parks Victoria  
Established under the *Parks Victoria Act 1998* to provide services to the State for the management of parks, reserves, and other land. |
| **RAMSAR** | The Convention on Wetlands of International Importance, called the Ramsar Convention, is an intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. |
| **RCB**  | Regional Coastal Board  
Includes the Western Coastal Board (WCB), Central Coastal Board (CCB) and Gippsland Coastal Board (GCB). |
| **TSV**  | Transport Safety Victoria  
Responsible for regulating marine and boating safety under the *Marine Safety Act 2010* and the *Marine Regulations 1999*. |
| **VCC**  | Victorian Coastal Council  
Established under the *Coastal Management Act 1995*, the Victorian Coastal Council is the peak advisory body on coastal and marine issues in Victoria. |
| **WCB**  | Western Coastal Board  
Established under the *Coastal Management Act 1995* as a strategic coastal planning advisory body. Region extends from Breamlea to the South Australian Border. |
References


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URS (2007) Assessing the Value of Coast to Victoria for The Victorian Coastal council and Department of Sustainability and Environment.


The Gippsland Boating Coastal Action Plan 2002 was the first of its kind to be developed in Victoria. It has been assessed as successful, with almost 60 per cent of site-specific actions or recommendations having been completed or being in progress when this report was being prepared. Of these, 61 per cent had been identified as high priority. In most cases the identified lead agency implemented the actions or recommendations.

The plan identified 98 actions and recommendations related to specific sites and a further 13 generic actions.

The plan focused heavily on maintaining and developing boating facilities.

Land managers and recreational boating infrastructure managers acknowledged that the plan appropriately reflected the priorities identified at the time. It assisted managers to understand how their own projects fitted into local and regional priorities. The descriptions and recommendations presented in the plan formed a useful guide for applications for funding and approvals.

The 2002 plan, despite its many achievements, did not provide a clear strategic framework for the future function, development and management of boating facilities.

There have been many advances in strategic coastal planning since 2002, including planning for recreational boating. The development of the ‘recreational boating facilities hierarchy’, which designates an appropriate ‘level of service’ at a boating location, has advanced significantly since that time, through the Victorian Coastal Strategy and other boating coastal action plans. The terms state, regional, district and local facility are now used to refer to a level of service in the recreational boating facilities hierarchy. These terms were used in the 2002 plan as a general, descriptive term rather than with the specific meanings now found in the hierarchy.

There has been some recreational boating infrastructure developed since 2002 that was not identified in the 2002 plan. This development of facilities outside the plan was due partly to the lack of strategic direction in the original document. Other factors include the length of time between the development of the 2002 plan and its review (nine years), rapid increases in recreational boating use and ownership, and a lack of clarity about how the plan was to be implemented. This is why a detailed and measurable implementation plan is closely associated with the Gippsland Boating Coastal Action Plan 2013, and why it is important that all stakeholders recognise the importance of adhering to the new plan.


The Coastal Management Act 1995 requires that a coastal action plan be reviewed five years after its endorsement. The review of the 2002 plan was delayed until 2010 when resourcing was obtained, and the results of the review have been incorporated into the draft of the new plan.

The report, Guidelines for preparing, implementing and reviewing coastal action plans (Victorian Coastal Council 2005), formed the basis for the review process which involved discussing issues with stakeholders, site visits and boating facility inspections as well as reviewing new and background information.

The 2010 review recommended developing a new Gippsland Boating Coastal Action Plan that would:

- ensure that the area to which the Gippsland Boating Coastal Action Plan 2013 applies is in line with the Gippsland region as defined under the Coastal Management Act 1995
- include commercial facilities providing recreational boating tourist activities and opportunities
- develop strategic directions for recreational boating and associated facilities across Gippsland
- use the recreational boating facilities hierarchy to determine the appropriate level of use and development of a recreational boating facility area
- recognise the effects of climate change.

This plan aims to implement the boating policy set out in the Victorian Coastal Strategy 2008 which seeks to:

- strategically plan for and deliver sustainable boating facilities and infrastructure on coasts via coastal action plans that respond to a demand assessment, safety considerations, the protection and sustainable management of coastal processes, conservation objectives, and quality of experience for all beach users
- provide new access and review existing inappropriate access in accordance with the recreational boating facilities hierarchy
- ensure the provision of effluent disposal facilities at strategic boating locations to address illegal sewage discharge from boats.

Other policies in the strategy that this plan seeks to implement are to:

- ensure that buildings and infrastructure on coastal Crown land do in fact need to be on the coast, are sustainable, are accessible, are equitable and meet community needs for coastal and water based experiences
- apply the criteria for use and development on coastal Crown land when considering investment or development on coastal Crown land
- support investment in activity nodes and recreation nodes with significant community benefit outcomes, and where
genuine need is identified through a strategic assessment consistent with this strategy
• relocate uses that do not actually need to be on the coast away from coastal Crown land, when the opportunity arises.

Coastal action plans
A coastal action plan is a public document prepared in accordance with the Coastal Management Act 1995. The document should be reviewed and updated every five years, or at the direction of the Minister for Environment and Climate Change.

The Act requires coastal action plans to identify strategic directions and objectives for use and development in the region and to provide for detailed planning of the region or part of the region, to facilitate recreational use and tourism and to provide for the protection and improvement of significant features of the region’s coast, including the marine environment. As recreational boating is a significant activity on and around the Gippsland coast, estuaries and marine embayments, boating coastal action plans fulfil these requirements of the Act.

A coastal action plan provides strategic direction and guidance to management bodies responsible for governing the use of coastal land and water. Stakeholder and community input and participation plays an essential part in developing these plans. For this reason extensive consultation is conducted.

Legislation, policies and strategies
Legislation, policies and strategies applicable to managing recreational boating and boating facilities in Gippsland are shown below. A list of coastal management plans, park management plans and other local plans is contained in Appendix 2.

Legislation
• Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)
• Coastal Management Act 1995 (Vic)
• Crown Land (Reserves) Act 1978 (Vic)
• Planning and Environment Act 1987 (Vic)
• Heritage Act 1995 (Vic)
• Traditional Owner Settlement Act 2010 (Vic)
• Aboriginal Cultural Heritage Act 2006 (Vic)
• Native Title Act 1993 (Vic)
• Environment Protection Act 1970 (Vic)
• Flora and Fauna Guarantee Act 1988 (Vic)
• Fisheries Act 1995 (Vic)
• National Parks Act 1975 (Vic)
• Land Act 1958 (Vic)
• Marine Safety Act 2010 (Vic)
• Pollution of Waters by Oil and Noxious Substances Act 1986 (Vic)
• Port Management Act 1995 (Vic)
• Climate Change Act 2010 (Vic)

Policies and strategies
• Victorian Coastal Strategy 2008
• State environment protection policy (Waters of Victoria) 2003
• East Gippsland regional catchment strategy 2005
• West Gippsland regional catchment strategy 2004
• Victorian planning provisions, including the State planning policy framework and the Local planning policy framework

Guidelines and other documents
• Ramsar convention on wetlands
• Guidelines for dredging, Best practice environmental management series (EPA 2001)
• Siting and design guidelines for structure on the Victorian coast (VCC 1998)
• Gippsland Lakes coastal action plan (currently under review)
• Integrated coastal planning for Gippsland coastal action plan (currently under review)
• Gippsland estuaries coastal action plan
• Boating coastal action plan 2007 (Central Coastal Board 2007)
• Committee of management responsibilities and good practice guidelines (DSE 2011)
• Coastal management plans
• Structure plans and urban design frameworks
• Coastal Acid Sulphate Soils Strategy
The Gippsland Coastal Board

Under the Coastal Management Act 1995, coastal governance in Victorian is overseen by the Victorian Coastal Council (VCC) at the state level and by three coastal boards, including the Gippsland Coastal Board, at the regional level. The VCC and the boards provide advice to the Minister for Environment and Climate Change on managing and planning issues for the Victorian coast.

The Gippsland Coastal Board’s role includes:

- identifying coastal values in Gippsland and developing processes to protect those values
- raising public awareness of coastal issues and the impacts of human activities and natural processes on coastal and marine environments
- implementing coastal action plans and reviewing and monitoring their effectiveness
- cooperating with and advising local agencies and people on planning and managing the coast
Community consultation has been an important component in developing the Gippsland Boating Coastal Action Plan. It has included meetings and discussions with:

- management stakeholders
- community stakeholders
- groups and individuals as required
- recreational boating facility users.

**Review of the 2002 Gippsland Boating Coastal Action Plan**

Boating facility users participated in surveys and discussions in December 2010 and January 2011 in 16 popular boating locations across the region. Altogether more than 300 boating facility users contributed to discussions on recreational boating issues as part of the plan review process.

More than 40 special interest and community groups took part in meetings and discussions held between November 2010 and May 2011 throughout the region. The groups included boating, sailing and angling clubs, other recreational groups, ‘friends of’ and local environment groups as well as resident and ratepayer groups and peak bodies.

Community workshops proved popular in Lakes Entrance, Sale and Port Welshpool in May 2011, with participants providing valuable input into a variety of issues associated with recreational boating in Gippsland as well as their own specific local areas.

The significant amount of information gathered during the community consultation process has been responded to in the relevant sections throughout this report.

Some common themes that emerged from local and boating communities included:

- the availability of on-water fuel is limiting opportunities for recreational boat touring
- breaking of speeding and other boating rules is creating dangerous situations
- dredging and maintenance of depth around some facilities and access channels is required to maintain useability
- there is a shortage of facilities to cater for the increased usage of waterways by kayaks and canoes and rowing craft
- the contribution of boating to local and regional economies, particularly during holiday periods
- the need for ongoing maintenance of existing facilities.

**Responses to Draft Gippsland Boating Coastal Action Plan and Consequent Changes**

The draft Gippsland Boating Coastal Action Plan was exhibited for six weeks during April and May 2012 for public comment. In addition to advertising and promotion through the media, all interest groups identified by the consultants during their previous site inspections and discussions with users were advised directly of the release of the draft Gippsland Boating Coastal Action Plan and of the call for submissions.

There were 298 submissions received from individuals, agencies and user groups on the draft plan. They included a range of themes, but focussed on:

- concerns about a lack of detail in the Gippsland Boating Coastal Action Plan about specific areas and an absence of solutions to perceived problems in specific areas
- disagreements with the future role in the recreational boating facilities hierarchy assigned to particular facilities
- concerns about the condition rating(s) for particular facilities
- requests for more action on issues such as irresponsible use of PWCs and/or wake, noise and/or pollution
- misinterpretations of wording in the draft to imply changes to waterway management as well as to facilities
- requests for a more positive approach and language to recognise the benefits of recreational boating
- the need for more emphasis on recreational fishing and the unmet demands for additional boat launching facilities, especially for ocean access.

In response to these submissions, the Board held two additional workshops – in Orbost and Yarram – that targeted representatives of user groups in certain areas as well as particular submitters on the draft plan. These workshops provided an opportunity for community members to better understand the strategic role of the Gippsland Boating Coastal Action Plan, as well as to provide feedback on changes made to the plan as a result of their submissions. The major changes included:

- further detail about the planning context within which the plan has been prepared
- more emphasis on the economic benefits of recreational boating and recreational fishing to the Gippsland region
- stronger emphasis on priorities for preparing or reviewing foreshore management plans and park management plans, and their role as a means of resolving issues with boating facilities at particular locations
- removing from the tables any statements about existing marine infrastructure having ‘no future recreational boating role’ as these matters should be decided through detailed local planning
- recognising the need to provide for boat launching at Bemm River at high lake levels (when the entrance to Sydenham Inlet is closed) and emphasising the need for a new foreshore management plan to address any site-specific issues
- removing the condition ratings from the tables as they formed part of the review of the Gippsland Boating Coastal Action Plan 2002, rather than contribution to future planning
- discussion of the evaluation processes that will inform the government in making its decision about a proposed new boat ramp at Bastion Point, Mallacoota.
# Appendix 3

## Existing coastal management and foreshore management plans in the Gippsland coastal region

<table>
<thead>
<tr>
<th>Document Author or site</th>
<th>Manager</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Conran Coastal Park: Management Plan</td>
<td>Parks Victoria</td>
<td>2006</td>
</tr>
<tr>
<td>Cape Howe Marine National Park: Management Plan</td>
<td>Parks Victoria</td>
<td>2006</td>
</tr>
<tr>
<td>Cape Liptrap Coastal Park Management Plan</td>
<td>Parks Victoria</td>
<td>2003</td>
</tr>
<tr>
<td>Corner Inlet Marine National Park: Management Plan</td>
<td>Parks Victoria</td>
<td>2005</td>
</tr>
<tr>
<td>Croajingolong National Parks Management Plan</td>
<td>Parks Victoria</td>
<td>1996</td>
</tr>
<tr>
<td>Ninety Mile Beach Marine National Park: Management Plan</td>
<td>Parks Victoria</td>
<td>2006</td>
</tr>
<tr>
<td>Point Hicks Marine National Park: Management Plan</td>
<td>Parks Victoria</td>
<td>2006</td>
</tr>
<tr>
<td>Wilson’s Promontory Marine National Park: Management Park</td>
<td>Parks Victoria</td>
<td>2006</td>
</tr>
<tr>
<td>Loch Sport Proposed Management Plan</td>
<td>DEPI</td>
<td>2007</td>
</tr>
<tr>
<td>Sandy Point Foreshore Management Plan</td>
<td>DEPI</td>
<td>2010</td>
</tr>
<tr>
<td>Mallacoota Foreshore Management Plan</td>
<td>East Gippsland Shire</td>
<td>2001</td>
</tr>
<tr>
<td>Lakes Entrance Foreshore Management Plan</td>
<td>East Gippsland Shire</td>
<td>2010</td>
</tr>
<tr>
<td>Newlands Arm Foreshore Proposed Master Plan</td>
<td>East Gippsland Shire</td>
<td>2007</td>
</tr>
<tr>
<td>Walkerville Foreshore Reserve Management Plan</td>
<td>Walkerville Foreshore Reserve Committee of Management</td>
<td>2010</td>
</tr>
</tbody>
</table>
Acknowledgements

The Board acknowledges the work of the project consultants, Ainley Projects, in carrying out the review of the Gippsland Boating Coastal Action Plan 2002, assessing the condition of recreational boating facilities throughout the Gippsland coastal region, consulting with stakeholders and users of boating facilities and preparing the draft Gippsland Boating Coastal Action Plan 2013 for community comment.

The assistance and input of the Gippsland Boating Coastal Action Plan Project Steering Group is also appreciated and acknowledged. Project Steering Group members have included:

Graham Box (PV)
David Butler (WSC)
Paul Challis (SGSC)
Rodney Croft (DEPI)
Mick Dortmans (DEPI)
Greg Hatt (GP)
Paul Holton (WSC)
Daniel Gall (WSC)
Angie Gutowski (DEPI)
Anthony Nelson (EGSC)
Graham Reeve (EGSC)
Alan Rice (Victoria Water Police)
John Tatterson (WSC)
Tracey West (DEPI)
Helen Martin (GCB)
Peter Johnstone (GCB)
Natasha Vasey-Ellis (GCB)

In addition, the GCB provided a Secretariat to this group.

Many groups and individuals throughout the Gippsland coastal region and beyond have provided advice and the benefits of their knowledge to the development of this plan. Their time and input is greatly appreciated.