



17 March 2015

Dear [REDACTED]

RE: Draft Gippsland Regional Coastal Plan 2015

Thank you for providing Gippsland Ports (GP) with the opportunity to provide input into the Draft Gippsland Regional Coastal Plan.

GP provided input into the "scoping of issues" survey and has now overviewed the draft plan.

The primary focus is understandably protection of natural coastal environments and assets, which GP supports, nevertheless it believes it remains necessary to plan for an equitable and sustainable balance between this objective and communities and people living on or using the coast.

Areas of particular GP interest which have in part been considered but may have potential to be expanded on in this plan and its recommended actions include;

- Port and Waterway Safety and Environment Risk Management
- Port Access
- Climate Change adaptation
- Coastal processes and coastal assets vulnerability
- Effectiveness of coastal planning and management arrangements
- Consistent waterway management
- Monitoring and integrated data bases of scientific information
- Integrated coastal and marine infrastructure (capacity building to accommodate growth) planning and development
- Integrated coastal and marine asset management
- Consideration of commercial regional planning and development imperatives

- Sustainable funding for Coastal Land, Port and Waterway and Asset Management
- Regional economic development

Specific (largely minor) comments on the draft include the following;

Figure 2 - Referencing Gippsland Ports as Port and Waterway Manager and Crown land and Crown asset manager

Figure 5 - Economic Values should include - Ports and Port accessibility - Coastal and Marine related industries and activities

3.5 - Emerging Markets (last para) – Port Anthony best described as a port terminal (being developed) and of “**potential**” impacts associated with dredging, facility operations, increased commercial vessel activity and port maintenance

Figure 6 – Doesn’t recognise Lakes Entrance and Paynesville as State Boating Precincts

4.5 Key challenges and actions – Opportunity for Parks Victoria and GP to have greater involvement as “Partner Agents”

Figure 7 - Reference Gippsland Ports (i.e. not Gippsland Port Authority)

Page 18 – There is an extensive range of coastal and marine (built) infrastructure whose functionality is dependent on coastal and water access e.g. marine industries, boatyards, slipways, car parking and other infrastructure associated with boat ramps, jetties and boat harbours etc. Notwithstanding in coastal urban precincts there is the opportunity to enhance community values and economic activity through sensitive planned foreshore developments which are not necessarily coastal dependent.

5.3 - Key challenges and actions – Opportunity for GP to have involvement as “Partner Agents”

8 - Monitoring Evaluation and Reporting – Again opportunity for GP to have involvement as “Partner Agents”

It doesn’t appear that the draft plan will create any particular port and waterway management issues, however there is clearly the opportunity for GP as a major, experienced local port, waterways and Crown asset manager, with a remit extending across all of Gippsland, to be a significant contributor to the implementation of the Gippsland Regional Coastal Plan.

Gippsland Ports thanks your Board for the opportunity to comment on the draft plan and advises of its availability to meet with your Board to discuss local port and waterway related management issues and potential opportunities for these issues to be further developed.

Yours sincerely

