



**Submission to: Gippsland Regional Coastal Plan 2015**  
**Private Structures**

The Victorian Coastal Strategy 2014 states on page 65 (relevant sections only):

**3.1 COASTAL BUILDINGS, INFRASTRUCTURE AND MANAGEMENT**

*Desired outcomes*

**3. Coastal Crown land is not used for structures unless they provide significant community benefit, and their functionality depends on them being near the water.**

*Policy for decision-making*

**1. Provision or improvement of buildings and infrastructure on coastal Crown land is confined to structures and facilities providing significant net community benefit and to those whose functionality depends on them being near the water.**

**7. New private structures on coastal Crown land that provide no public use benefit (e.g. private jetties, bathing boxes, boatsheds) are not permitted.**

*Action*

**1. Revise the *Siting and Design Guidelines for Structures on the Victorian Coast* (VCC, 1998) to provide contemporary criteria and improved design guidance for coastal development (VCC, RCBs, LGs, DEPI, DTPLI, PV, HV, OVGA)**

Whilst this approach to private jetties is understood with regard to the embayments and estuaries outside of Gippsland, the estuaries within Gippsland have totally different geography, bathymetry, characteristics and use patterns. The basic differences are as follows:

1. Gippsland estuaries are narrow and long in geographic layout compared to the estuaries and embayments in the rest of the state.
2. The bathymetry is shallow compared to estuaries in the rest of the state.
3. The general characteristics of Gippsland estuaries are rural vegetated shoreline fringes around water areas that have limited fetch and thus fairly low wave energy climates. In practical terms it gives a protected area always within short vessel travel time if it is required. This creates an ideal environment for recreational boating especially for novices wishing to learn how to handle vessels. The downside is that you can often be in a sparsely populated area with no local source of assistance.
4. In terms of use, in the areas outside Gippsland the general boating trend is that you leave your mooring or launch from a boat ramp, travel to a local beach or sail/cruise the waterway and return to the ramp/mooring that day. In the Gippsland estuaries the same behavior exists for some but the majority will travel to a 'destination' jetty or location for the day or even stay overnight(s). Gippsland is the only area in the state where there are many 'destination' jetties/locations.
5. In the areas outside Gippsland with high population density such as Port Phillip Bay there is a need to maintain open public space to accommodate public use. In Gippsland the population density is significantly lower and there are in place "Draft Guidelines and Zoning Scheme for Private Jetties in Gippsland Lakes, Lake Tyers and Mallacoota" to ensure sufficient unencumbered areas for community use.



### **Community Benefit**

It is contended that Private Jetties in Gippsland have ‘significant public use benefit’.

1. Under current Private Jetty licensing agreements the outer face of the jetty is available for the general public to allow access/egress to the shore. This is a benefit in times of emergency when vessel occupants need to be transferred to shore. Due to the remote nature of the waterways in terms of shoreline access it can be the only access for emergency vehicle transfer.
2. When conditions deteriorate to an extent where vessels need to take shelter the ability to tie to a private jetty can often mean the safety of the occupants and vessels especially in an area where there are many novices learning how to handle a vessel. Private jetties are generally in protected locations.
3. When vessel breakdowns occur the ability to tie to a private jetty can provide refuge in a safe location while repairs are undertaken.
4. Currently there are 112 applications for public berths and 26 applications to ‘transfer’ under the control of Gippsland Ports that will not be fulfilled due to funding arrangements for Ports over the last 10 years. East Gippsland Shire have ?? applications for public berths. Construction of a commercial public berth costs in the order of \$100k with a payback period of approximately 20 years. Construction of private jetties reduces the number of people seeking berths and improves the opportunities for the general community.
5. The “Draft Guidelines and Zoning Scheme for Private Jetties in Gippsland Lakes, Lake Tyers and Mallacoota” ensures community access areas are maintained.

### **Proposed Policy**

It is proposed that the Gippsland Regional Strategy 2015 contain a policy along the lines of:

*Private jetties are permitted in the Gippsland region provided that they:*

- *adhere to “Draft Guidelines and Zoning Scheme for Private Jetties in Gippsland Lakes, Lake Tyers and Mallacoota”.*
- *are constructed to an acceptable structural standard*
- *are licenced by the appropriate agency.*

