



Port Welshpool Harbour Local Port Area Plan (LPAP)

February 2025



Acknowledgement of Country

Port Welshpool Harbour is located on the land and waters of the Brataualung Clan, one of the five major clans of the Gunaikurnai people, the traditional owners of much of Gippsland, including coastal and inland areas to the southern slopes of the Victorian Alps.

Gunaikurnai Land and Waters Aboriginal Corporation, which has been consulted during the development of this plan, is the Registered Aboriginal Party representing the Gunaikurnai people and their aspirations.

Gippsland Ports acknowledges the Traditional Owners and their Elders past and present as the original custodians of Victoria's land and waters.

Executive Summary

Port Welshpool Harbour (Harbour), located within the local port of Corner Inlet and Port Albert, is managed by Gippsland Ports (GP).

Providing direct access to Corner Inlet and Bass Strait, the Harbour is comprised of important regional maritime and boating facilities that provide access and services supporting commercial shipping and fishing, recreational boating operations, and related businesses in South Gippsland.

The first Port Welshpool jetty was built around 1859 and the Harbour developed over time, predominantly from the 1940s onwards, to accommodate changing markets and industry needs.

As a working port, the Harbour, which is largely publicly accessible and a focal point for community and visitor users, remains intrinsic to the character of Port Welshpool.

Regionally important harbour activities, changing local conditions and user needs, and ageing assets, have necessitated looking to the future, through the development of a Local Port Area Plan (Plan).

This Plan will inform strategic direction, and safe, efficient, and effective Harbour operations and management based on local economic, tourism and community needs, forecast over a 15-year planning horizon.

Consistent with the Victorian Government's *Sustainable Local Ports Framework* and draft *Local Port Area Planning Guideline*, and underpinned by strategic and local planning considerations, this Plan has been informed by a comprehensive review of Harbour facilities, which included asset condition, use, environmental and risk considerations, and stakeholder engagement outcomes.

Users of the Harbour include the local community, tourists, commercial operators, commercial fishers, freight, shipping and transport operators, recreational boaters and anglers, the local port manager (GP), Parks Victoria, the Victorian Fisheries Authority, and the Port Welshpool volunteer Coast Guard (VF20).

This plan summarises and considers input, including opportunities and challenges, from people who have a connection to the Harbour, including industry and community stakeholders, and those heard through the stakeholder engagement process.

Key findings through the first stage of stakeholder engagement identified that:

- *Port Welshpool is valued due to its location and the mix of facilities provided.*
- *Stakeholders would like to see investment in the port to reinstate and bring existing infrastructure up to today's standards to support current operations and growth.*
- *Balancing the interests of recreational and commercial users emerged as a key issue.*
- *Upgrading facilities and expanding the landside offerings are important to the development of the precinct.*

A review of harbour facilities, along with initial stakeholder feedback, highlighted increasingly compromised harbour and precinct operational functionality resulting from harbour and channel shoaling, Marginal Wharf condition, load capacity and access restrictions, and conflicting recreational and commercial activities, particularly those associated with the proximity of recreational boating facilities to the Roll-on Roll-off Berth (RoRo), shipping and associated transport operations.

It is recognised that facility use and demand are often intermittent/seasonal and related to specific industry activities. Harbour facilities managed by GP and South Gippsland Shire Council (SGSC) are core to providing integrated commercial and recreational port-related support services out of Port Welshpool.

Implementing recommended priority, short, medium, and long-term actions derived from this Plan will be primary considerations underpinning harbour operations, facility planning and asset management.

Key recommendations arising from the Plan, as proposed, include:

- Promoting the diverse range of uses and users within the precinct, with a focus on managing interfaces between commercial and recreational activities
- Supporting the maintenance of suitable navigable depth within the Harbour and its approach channels
- Considering opportunities for improved localised wave and weather protection for berthed vessels and other harbour users
- Monitoring the vulnerability of the Harbour and surrounding areas to climate change impacts
- Maintaining appropriate use of Marginal Wharf along its length in accordance with user needs, and
- Maintaining the Fisherman's Jetty for the berthing of larger commercial vessels.

The LPAP also proposes to develop and implement action plans to:

- Optimise and maximise the allocation of permitted berthing within the Harbour as existing assets reach renewal triggers without restricting commercial access to Marginal Wharf
- Optimise operations of the RoRo, including improved segregation for areas frequented by recreational users
- Improve berthing and access for the VF20 vessel, and
- Investigate commercial fishing net stretching options that eliminate or reduce impact on public areas.

Before Plan finalisation, feedback was sought from stakeholders and the community through the Engage Victoria platform.

Introduction

GP is the manager of five local ports and four waterways in Gippsland.

Along with its diverse regulatory responsibilities, GP is responsible for the management, planning and development of local ports and is the custodian of designated Crown infrastructure, including Port Welshpool harbour facilities and associated port services.

Port Welshpool Harbour (the “Harbour”), within the local port of Corner Inlet and Port Albert, is comprised of important regional maritime and boating facilities, providing core services to recreational and commercial boating operations and activities in South Gippsland. These facilities are managed by GP and SGSC.

The first Port Welshpool jetty was built around 1859 near the existing Fisherman’s Jetty. Harbour facilities developed over time, predominantly from the 1940s onwards, to accommodate changing markets and industry needs.

Harbour activities, facility importance, changing demands and use, and investment requirements have necessitated looking to the future.

The plan frames the strategic direction, which aims to respond to changing local conditions and user needs and improve the safety, sustainability, and functions of the Harbour.

It considers input from industry and community stakeholders and relationships with SGSC’s Port Welshpool Marine Precinct Plan (2018).

This plan has been developed consistent with the Victorian Government’s *Sustainable Local Ports Framework* (2021) and the *Local Port Area Planning Guideline* (Draft 2023).

Strategic Context and Purpose

Sustainable Local Ports Framework (SLPF)

The Victorian Government is implementing its SLPF to provide consistent planning and decision-making across its local ports. The framework will enable government and port managers to prioritise and direct future investment.

The SLPF focuses on four key principles that reflect the wide range of state or regionally significant uses of local port assets:

- Community and cultural values
- Local economy and jobs growth
- Tourism and recreation, and
- Emergency response

Local Port Area Plans (LPAPs)

Through the development of LPAPs, precinct planning will guide safe, efficient, and effective port operations and provide, develop, and maintain the port facilities needed to support those operations.

LPAP outcomes will inform and underpin short and long-term (i.e., up to 15 years) asset management planning, investment imperatives and Business Plan development.

Project Management

Gippsland Ports has developed this LPAP internally, with guidance from the Department of Transport and Planning (DTP).

Plan development, including facility and asset review, has been overseen by a Gippsland Ports Project Control Group.

A Project Reference Group, with representation from DTP, Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC), Department of Energy, Environment and Climate Action (DEECA), and SGSC, has participated by considering stakeholder feedback and plan development and review.

Harbour and Facility Development Background

The first Port Welshpool jetty was built around 1859; however, harbour and facility development commenced predominantly from the mid to late 1940s. The Breakwater and Fisherman's Jetty was then constructed, providing access to the navigable Lewis Channel.

While not within the study area but relevant to historic port operations, the Port Welshpool Long Jetty, which opened in 1938 and closed in 2003, was core to facilitating trade between Tasmania, the Bass Strait Islands, and the mainland. It was a base for the fledging oil and gas exploration and development industry. It continued to transport livestock from Flinders and King Islands and export explosives.

The Marginal Wharf was first constructed with the development of the harbour in the 1950s.

Initially in the intertidal zone, the harbour was first partially dredged around 1977-78, with dredging completed around 1985-86. Dredge spoil material was used to reclaim the adjacent foreshore to Lewis Street. Periodic maintenance dredging has continued since.

Until the mid to late 1980s and early 1990s, before extensive infrastructure redevelopment associated with the Seacat service, which ceased operations in 1992, there was significant occupation by, and of port operations on, the reclaimed foreshore adjacent to the harbour.

The development and redevelopment of facilities on land and on water in the early 1990s, to accommodate the Seacat service significantly impacted harbour operations. The Fisherman's Jetty head was shortened by 142 metres which reduced berthing capacity and further exposed the harbour. The Ferry Terminal and Ferry Terminal Jetty were constructed, and previous onshore occupation and port activities were constrained.

The Slipway and Slipway Jetty were originally constructed in 1978. Before that time, a slipway was located on the Long Jetty.

The RoRo was built in 1997-1998 to provide a berthing facility for commercial vessels with RoRo capabilities, operating between Tasmania, the Bass Strait Islands and Port Welshpool. The objective was to alleviate the need for crane hire and lifting operations on existing wharf areas and support local and regional economies.

Harbour facilities, primarily the Fisherman's Jetty and Marginal Wharf, have had various periodic upgrades over the ensuing periods.

The harbour and its associated infrastructure are fundamental to port and operational functionality and are critical in providing vessel refuge, shelter and access to services.

The Breakwater provides a sheltered location for the operation, by SGSC, of its extensively used boat ramp.



With some harbour infrastructure reaching the end of its life and with changes in stakeholder requirements and expectations, the development of this LPAP provides necessary strategic planning and investment direction for the harbour.

Precinct (Harbour) Identity

Study Area



Study Area -----

The study area (the “Harbour”) is on land and waters of Traditional Owners, the Gunaikurnai people, and is defined by the Breakwater to the west, the Fisherman’s Jetty to the east and the Marginal Wharf to the north. Although not included in the study area, Lewis Channel to the south provides access to the Harbour.

GP facilities, which are the subject of this plan, are situated within the harbour and include.

- Breakwater
- RoRo
- Slipway
- Slipway Jetty
- Ferry Terminal Jetty
- Marginal Wharf, and
- Fisherman's Jetty.

Harbour precinct-related infrastructure, managed by SGSC includes.

- Boat launching ramps and their associated jetties and on-land infrastructure
- Ferry Terminal Building and adjacent carparks, and
- Carparking, vehicle, transport, and operational access to harbour facilities.

Harbour Precinct



1 Breakwater (GP). 2 Roll-on Roll-off (RoRo) Berth (GP). 3 Boat Launching Ramp (SGSC). 4 Boat Ramp Jetty (SGSC). 5 Slipway (GP). 6 Slipway Jetty (GP). 7 Depot Compound (GP) 8 Ferry Terminal Jetty (GP) 9 Marginal Wharf – Maintenance Area (GP). 10a Marginal Wharf - Light Unloading Area (GP). 10b Marginal Wharf - Heavy Unloading Area (GP). 11 Marginal Wharf - Berthing Area (GP). 12 Fisherman's Jetty (GP). 13 Ferry Terminal Building (SGSC). 14 Carpark (SGSC). 15 Carpark (SGSC). 16 Public Reserve (SGSC) 17 Volunteer Coast Guard Building (VF20)

Operating Environment

The Port Welshpool Harbour precinct provides core maritime facilities supporting a range of activities, including port operations, recreational boating and fishing, loading/unloading of commercial fishing and other vessels, charter operations, vessel maintenance, refuelling and temporary and permitted berthing.

It provides for excellent direct access to Corner Inlet and Bass Strait fishing waters and for vessels transiting Bass Strait offering an important refuge, refuelling and a regional alternative for commercial operations.

The current users of harbour facilities include the commercial operators (transport/charter/fuelling/offshore development), commercial fishing, freight shipping, recreational boaters and anglers, local community and tourists, emergency services, GP, Parks Victoria, Victorian Fishing Authority, Gippsland Water Police, and VF20.

The harbour has also historically supported berthing for some offshore gas and oil industry service vessel operations, which continue intermittently.

The precinct is also an important, largely accessible focal point for community and visitor uses. GP South Gippsland operations are from its depot abutting the Marginal Wharf.

Public and operational access to the harbour is from Lewis Street across Crown land foreshore managed by SGSC.

The Port Welshpool Marginal Wharf provides for port operations, loading/unloading of commercial vessels, refuelling, Ferry Terminal berth holders, and access to Fisherman's Jetty, berthing and vessel maintenance.

The RoRo provides an important pickup and delivery base for several small cargo vessels with RoRo capability that operate between the Bass Strait Islands and South Gippsland.

Fishermans and Ferry Terminal Jetties provide transient and permanent berths for recreational and commercial vessels.

The Port Welshpool slipway and jetty are also available for use for vessel repairs, maintenance and emergency slipping.

SGSC's boat ramps, within the harbour, and its associated car and trailer parking are extensively used by recreational boaters and anglers. Periodic high levels of boat ramp activity may impact harbour operations, particularly RoRo operations. These impacts are managed by implementing operational controls, as and when required.

Management Responsibilities

The Harbour occupies the land and waters of Traditional Owners, the Gunaikurnai people.

DEECA is the underlying Crown land manager.

The Harbour is within the local port of Corner Inlet and Port Albert. GP is the appointed local port and waterway manager under the *Port Management Act 1995* and *Marine Safety Act 2010*, respectively.

GP is also the appointed Crown land committee of management under the *Crown Land (Reserves) Act 1978*, over Crown Allotment 35H of section B Parish of Welshpool comprising

approximately 210 ha of waterway from the east of the Harbour west to beyond, including the Long Jetty. The Harbour is within this appointment area. Additionally, it is similarly appointed over part of adjacent Crown Allotment 35G occupied by GP for its South Gippsland depot and operations.

GP, as the committee of management, is the custodian of designated Crown maritime infrastructure within the Harbour Study Area and under its Operational Services Agreement with DTP.

SGSC is the appointed Crown land committee of management over the balance of the Crown land foreshore and is responsible for managing the boat launching ramp within the Harbour, including the adjacent Ferry Terminal building and all associated onshore infrastructure, including harbour access.

Key Legislative, Policy and Strategic Context

Marine and Coastal Act 2018 (MAC Act)

The MAC Act establishes an integrated and coordinated approach to planning and managing the marine and coastal environment by:

- enabling protection of the coastline and the ability to address the long-term challenges of climate change, population growth and ageing coastal structures, and
- ensuring partners work together to achieve the best outcomes for Victoria's marine and coastal environment.

All planning and decision-making for Victoria's marine and coastal environment must observe the objectives and guiding principles set out in the Policy and Strategy and authorised by the MAC Act:

Objectives for Victoria's marine and coastal environment

- Acknowledge Traditional Owners' rights, aspirations, and knowledge
- Protect and enhance the marine and coastal environment
- Respect natural processes
- Strengthen resilience to climate change, and
- Use and develop sustainably.

Guiding principles for marine and coastal planning and management

- Integrated coastal zone management
- Ecosystem-based management
- Ecological sustainable development
- Evidence-based decision making
- Precautionary principle
- Proportionate and risk-based action, and
- Adaptive management.

Marine and Coastal Policy 2020 (MAC Policy 2020)

The MAC Policy 2020 sets out a 15-year vision for a healthy, dynamic, and biodiverse marine and coastal environment that is valued in its own right and benefits the Victorian community, now and in the future.

It guides planning and management of the marine and coastal environment so that ecosystems, communities, industries and built assets are resilient in the face of future change, including from natural hazards, climate change, population growth, or a combination of these factors. Ensuring the survival of healthy and functioning ecosystems is essential to preserving the intrinsic values of the marine and coastal environment. It also promotes resilience for industries and communities that rely on marine and coastal resources for liveability and economic prosperity.

Marine and Coastal Strategy 2022

The *Marine and Coastal Strategy (2022)* is the first action Plan to implement the MAC Policy 2020 and is a five-year plan to guide future planning and management of Victoria's coastline and marine waters.

Any use and development need to be consistent with the MAC Act and the MAC Policy 2020. Consent under the MAC Act will be required for any proposed use, development or works on marine and coastal Crown land.

Coastal planning adaption principles, including predicted sea level rises, are core to and intrinsic to Gippsland Ports harbour and asset management planning.

Coastal and Marine Management Plans

Coastal and marine management plans provide direction for the future local management of marine and coastal Crown land.

The manager appointed to manage an area of marine and coastal Crown land will prepare management plans with community input and implement the long-term policy guidance in the MAC Policy 2020 by translating this guidance to on-ground actions.

Gippsland Ports Strategic Plan 2023-2028

GP Strategic Plan 2023-2028 sets its strategic directions over a five-year horizon.

Its stated mission is—*"to provide safe passage and access for users of Gippsland's magnificent ports and waterways to live, work, play and connect, now and for the future"* and its vision - *"to lead the way in sustainable port and waterway management, helping to navigate a prosperous future for the region."*

A key strategic direction to achieve this is "Better Planning and Funding," and the introduction of the Sustainable Local Ports Program and progressive development of LPAPs will enable GP to understand user needs better and manage port assets.

The Port Welshpool Harbour LPAP is the first to be developed in Gippsland, in key port activity precincts.

South Gippsland Shire Coastal Management Strategy 2023

The SGSC Coastal Strategy 2023 is a key strategic document and a Council Plan objective. It sets out how the Council will work to identify and mitigate coastal hazards to protect coastal communities and its coastal environment.

A key strategy action particularly relevant to the LPAP and GP long-term asset planning is *"to prioritise the implementation of new or updated hazard risk mapping and policy changes to identify current and anticipated coastal hazard risks affecting the values of coastal areas."*

Port Welshpool is within a Land Subject to Inundation Overlay and is one of the sites identified as benefitting from a Coastal Hazard Vulnerability Assessment. This will enable coastal land managers and the community to understand coastal hazard risks better and plan actions to respond to them.

The outcomes from this assessment will be material to GP's longer-term facility planning.

Victorian Recreation Boating Strategy 2021-2030

The *Victorian Recreational Boating Strategy* aims to improve the boating experience by providing boating facilities that perform to a high standard, have adequate capacity, are well maintained, are safe and provide improved accessibility for all. Funding through this program helped develop the harbour boat ramp car and trailer parking and ramp jetty upgrades.

Statutory and Regulatory Setting

In developing this Plan and in performing its diverse functions, Gippsland Ports has specific obligations under the following legislative and regulatory instruments:

- *Marine and Coastal Act 2018*
- *Transport Integration Act 2010*
- *Port Management Act 1995*
- *Marine Safety Act 2010*
- *Crown Land (Reserves) Act 1978*
- *Maritime Transport and Offshore Facilities Security Act 2003 (Cwlth)*
- *Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)*
- *Aboriginal Cultural Heritage Act 2006*
- *Environment Protection Act 2017*
- *Occupational Health and Safety Act 2004*
- *Marine (Drug, Alcohol and Pollution Control) Act 1988*
- *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cwlth)*
- *Parks Victoria Act 2018, and*
- *National Parks Act 1975.*

Port waters for the local port of Corner Inlet and Port Albert overlay or are adjacent to areas of significant natural value such as Corner Inlet Marine National Park and Ramsar site, Corner Inlet Marine and Coastal Park, Normangee Marine and Coastal Park, Wilsons Promontory Marine Park, and Wilsons Promontory Marine Reserve. Parks Victoria has the responsibility to manage parks, reserves and other public land, including areas reserved under the *National Parks Act 1975*.

Local Planning Context

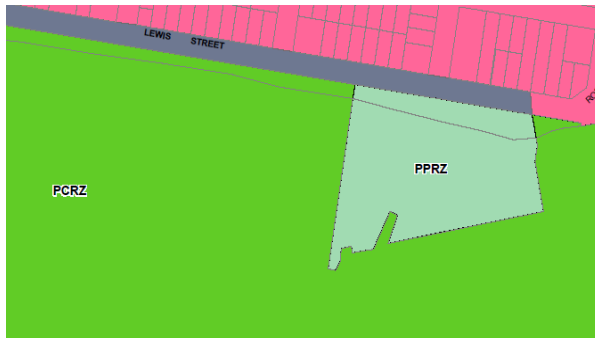
South Gippsland Shire Planning Scheme Strategy

A strategy of the SGSC Planning Scheme is to: "*Encourage small-scale tourism within the Township Zone in Port Welshpool that complements the natural environment, agricultural and landscape values of the region and takes advantage of proximity to tourist routes and access to the Great Southern Rail Trail.*

Encourage medium-scale tourism, compatible with any environmental constraints, in the precinct in the Township Zone in the vicinity of Long Jetty at Port Welshpool.

Encourage aquaculture and other marine-related activities at Port Welshpool."

South Gippsland Shire Planning Scheme Controls



Local Planning controls for the precinct are exercised through SGSC's Planning Scheme, which zones the harbour area for Public Conservation and Resource (PCRZ) purposes, and the adjacent foreshore for Public Park and Recreation (PPRZ) purposes, with Land Subject to Inundation (LSIO), and Environmental Significance (ESO3) Overlays applying

Works or development within the harbour may trigger permit consideration under these planning controls.

South Gippsland Shire Port Welshpool Marine Precinct Plan 2018

The adopted *Port Welshpool Marine Precinct Plan* (2018) was an initiative of SGSC aimed at revitalising the region and township through foreshore enhancement and marina development.

GP supported the strategic directions outlined in the plan, particularly the redevelopment of the boat ramp and a marina development east of Fisherman's Jetty which would have resulted in a separation of recreational and commercial boating activity.

GP understands that SGSC will be reviewing its Marine Precinct Plan recommendations in time, however actions with respect to the marina development are unlikely to progress. The outcome of this review may impact this LPAP, particularly as it relates to proposed onshore development, which may impact port operations over the Marginal Wharf. GP and SGSC will work collaboratively to ensure future planning for the broader precinct is cohesive and best meets the broad range of user and community needs.

Gippsland Ports Safety and Environment Management Plan 2022-2025 (Rev 9)

GP Safety and Environment Management Plan (SEMP), prepared under the *Port Management Act 1995*, provides the basis and direction for safety and environmental management within the ports and waterways under GP's management.

The SEMP promotes improvements in safety and environmental compliance and performance across all aspects of port activities and supports management of related issues arising from port activities and operations benefiting employees, port users, neighbours, and the wider Victorian community.

The local port of Corner Inlet and Port Albert is a large shallow coastal embayment covering approximately 870 km². It comprises the marine waters of Corner Inlet and Shoal Inlet and features a variety of estuarine and wetland ecosystems including internationally significant Ramsar wetlands.

The port area of management overlays or is adjacent to significant areas such as Corner Inlet Marine National Park, Corner Inlet Marine and Coastal Park, Nooramunga Marine and Coastal Park, Wilsons Promontory Marine Park, and Wilsons Promontory Marine Reserve

Protecting Corner Inlet's high environmental and ecological values is an important aspect of managing port operations and related activities.

Key Harbour LPAP Development Influences

Notwithstanding strategic planning, regulatory requirements, and available funding, impacting future harbour facility management and asset planning considerations, the following summarises the key influences on the Port Welshpool LPAP development.

- Stakeholder engagement and feedback
- Facility attributes, use, functionality, and condition
- Community and cultural values
- Environmental and operational risk management
- Climate change resilience - Impacts of climate change and coastal hazards on the longevity and maintenance of assets
- Emergency management
- Recreation, tourism, and economic activity
- Current use and future demand for port and harbour services.

Stakeholder Engagement and Feedback

Overview

A key aspect of the LPAP's development was engagement with stakeholders, port users and the community to understand current challenges and their needs and to identify potential opportunities for the Harbour.

Stakeholder engagement was in two stages:

Stage 1 Engagement – Initial stakeholder engagement, which informed the development of the Draft LPAP.

Stage 1 engagement included briefings to SGSC, State government agencies, GLaWAC, and local members of Parliament, providing the opportunity for feedback.

Advice was also sent to identified current and potential users, stakeholders, and community groups to raise awareness of the LPAP's development and of opportunities to comment through invitations to workshops or to provide alternative feedback.

Local and regional media releases, social media, and Gippsland Ports website updates informed the broader public of the opportunity to have input.

Stakeholder engagement workshops, facilitated by consultants "i.e. community." were conducted at the Port Welshpool Ferry Terminal Building on 27 April 2023.

These workshops included.

- Commercial groups by invitation – i.e., RoRo operators and Wharf and other facility users (refuellers, charter operators, commercial fishers, berth permit holders) and potential users, and
- Open forum for community groups, port users, and any interested party.

In addition to these workshops, a drop-in opportunity was provided for anybody interested in obtaining further information.

After the above engagement, a number of key Marginal Wharf current users who could not attend the sessions were contacted for additional feedback.

Recognising the condition and criticality of issues raised in relation to Marginal Wharf operations and its priority draft redevelopment/upgrade concepts were subsequently developed and presented to current users on 31 July 2023, for consideration and additional feedback.

Marginal Wharf upgrade concept plans are included in the LPAP (refer **Appendix 3**).

Stage 2 Engagement – Further engagement with priority stakeholders and the broader community

GP shared the Draft LPAP and key engagement outcomes to previously consulted stakeholders and the broader community via the Engage Victoria platform to seek feedback on the draft plan.

GP and the Project Reference Group considered all feedback in the preparation of the final LPAP.

Stage 1 Stakeholder Engagement Outcomes

The *Port Welshpool Local Port Area Plan Engagement Report* (June 2023) **Appendix 1** summarises engagement outcomes.

“Port Welshpool is valued due to its location and the mix of facilities provided. The fact that the port supports commercial activities, commercial fishing, recreational boating, livestock transport and tourism is well-regarded.

Stakeholders would like to see investment in the port to reinstate and bring existing infrastructure up to today's standards to support current operations and growth.

Key concerns included dredging to provide access for vessels during all tides, reinstating the capacity of the Marginal Wharf, improving the operation of the slipway and Roll-on/Roll-

off (Ro-Ro) facilities, and better security to safeguard vessels and equipment. Additional capacity of the slipway, both in terms of the number and size of boats, is seen as desirable.

Balancing the interests of recreational and commercial users emerged as a key issue.

There is broad recognition that the port does a good job in supporting the needs of different users; however, numerous conflicts were raised that are heightened during busy periods. The need to continue to support the local fishing industry while catering to the growing demand for recreational boating and tourism is seen as key to the ongoing success of the port.

Upgrading facilities and expanding the landside offerings are important to the development of the precinct. *This includes upgrades to improve the user and visitor experience, improving facilities for commercial and recreational boats, and support for tourism growth. There is a desire for additional services and amenities for users and an interest in looking at additional uses, such as the re-introduction of a ferry service.*

The potential impact of offshore wind farms on the future of the harbour is an area of interest and concern. On the one hand, it is seen as an opportunity for additional activity and growth of the port. On the other, it raises concerns about capacity and impact on the environment.”

Summary of Stage One Stakeholder Feedback received and LPAP response.

Appendix 2 summarises of key issues and opportunities emerging from the stakeholder engagement and explains how those matters have been considered in developing the LPAP.

Facility Attributes, Use, Functionality and Condition

Port Welshpool Harbour

The Port Welshpool Harbour is defined by the Breakwater to its west, Fisherman's Jetty to the east and Lewis Channel to the south. It is approximately 320m long parallel to the shore, extending approximately 140m seaward from the Marginal Wharf.

The western breakwater affords some protection from westerly and southwesterly winds and waves but the harbour is exposed to summer easterly and southeasterly weather conditions.

Vessel access is tide limited with a tidal range of approximately 1.5m during Neap Tides and 3.0m (max) during Spring Tides. The minimum tide height is approximately 0.2m while the Maximum tide height is 3.0m above the Lowest Astronomical Tide (LAT) under normal astronomical conditions. Tides can be higher or lower depending on weather conditions and atmospheric pressure.

The Harbour is approximately 3m deep at the Marginal Wharf but shallower in places down to 1.7m. The RoRo Berth has a depth of 2.4m at LAT.

The design depth of the Harbour and Lewis Channel for sustainable vessel access is 3.5m at LAT.

The history of the development of the harbour is not well recorded. However, by 1952, a breakwater/groyne, and a substantial jetty adjacent to the east of the current Fisherman's Jetty existed (likely built around 1947-48). The head of the Fisherman's Jetty provided vessel access to Lewis Channel. However, the balance of the harbour experienced significant tide-restricted access until it was dredged. The harbour, then in the intertidal zone, was initially dredged around 1977-78, when about 40,000cum was dredged, with spoil material placed on the adjacent foreshore back to Lewis Street.

Further dredging took place in 1985-86 (to complete dredging the harbour) and in 1990 in Lewis Channel, to create a direct channel between the Long Jetty and the harbour, and additional maintenance dredging within the harbour again in 2007-08.

Until the mid- to late 1980s and into the early 1990s, before extensive infrastructure redevelopment associated with the Seacat service, port operations were significantly occupied on the reclaimed foreshore adjacent to the harbour.



Circa Mid 1980s

The Marginal Wharf was extensively used during this period, particularly with seasonal commercial fishing and shipping (container) operations.



Container operations 1983

All harbour operations and activities, including the operation of SGSC boat ramps, are contingent on harbour functionality to support reliable facility access, and safe port commercial and recreational activity and use.

Shoaling is beginning to compromise vessel access in Lewis Channel and the Harbour to both the RoRo and the Marginal Wharf. Studies recently commenced to inform a potential periodic maintenance intervention. Preliminary dredge designs indicate approximately 40,000cum of dredging will be required to reinstate design depths.

Scheduled hydrographic surveys, available bathymetry, advice to mariners and Harbour Master Directions, and specific advice to shipping, are provided for user information and awareness.

Breakwater (Existing Conditions Plan - Location 1)

The history of the Breakwater development is also not well recorded, but it was likely built around 1948, with its initial construction linked to significant port development in the early 1950s.

It was modified and upgraded around 1998 to accommodate the RoRo and its operations.

The rock/rubble breakwater, approximately 162m long and of varying width, is critical to affording wave protection from the west and southwest to the harbour, its assets, and for safe harbour operations, including SGSC boat launching ramps, and for RoRo access and operations.



A recent condition assessment identified areas of new and ongoing concern where the breakwater structure appears to be deteriorating and in need of repair. In general, there appears a loss of rock armour from the crest and face of the breakwater since 2018.

Recommended remedial works will be considered through forward asset planning, with longer-term planning and intervention requirements informed by a Coastal Hazard Vulnerability Assessment.

RoRo (Existing Conditions Plan - Location 2)

The RoRo was built in 1997-98, for commercial vessels with roll-on roll-off capabilities operating between Tasmania, the Bass Strait Islands and Port Welshpool.

The RoRo is understood to be the single most important trade route for the shipping of livestock (meat and breeders) from the Bass Strait Islands to the mainland and is regarded by relevant stakeholders as critical.

Stock and freight haulage varies, over the past year averaging nine shipping movements per month.

Vessel access is tide-limited and “ship-to-shore” operations are impacted by constrained access and limited “lay down” area.

The RoRo residual capacity will be reassessed through a detailed structural assessment. However, recent inspections indicate a remaining service life of four to five years.



Slipway (Existing Conditions Plan - Location 5)

The slipway, originally constructed in 1978, with a capacity of 70 tonnes and is controlled access through GP depot.

It was subject to major repairs in 2002 and ongoing periodic maintenance since. The top section was reinstated in 2022 to provide tide and vessel draft, restricted access.

The slipway is available for controlled use for vessel maintenance by vessel owners and contractors.

The slipway was unavailable for an extended period after it reached the end of its life in 2019. However, following its partial reinstatement in 2022, there has been a limited but consistent interest in its use.



With no alternative slipway, of a similar capacity in the region, the slipway is considered important for vessel maintenance and for emergency slipping.

The bottom section of the slipway is unusable, and the reinstated top section is expected to have 10+ years of remaining service life.

Slipway “catwalk” Jetty (Existing Conditions Plan - Location 6)

The Slipway Jetty, also with controlled access through the GP depot, is situated immediately west of and adjacent to the Slipway. The jetty constructed on timber piles with timber superstructure, is 53.6m long and 1.8m wide.

Originally constructed in 1979 and rebuilt in 2013, this jetty is intrinsic to vessel slipping operations and provides alongside berthing for GP vessels and a temporary berth for other vessels on a need’s basis.



Based on the lifespan of the treated timber piles, its estimated remaining service life is 30 to 40 years.

Ferry Terminal Jetty (Existing Conditions Plan - Location 8)

Originally built in 1991 for the Tasmanian Seacat Ferry operations, with gated access from the Marginal Wharf, this jetty is 80m long and 1.8m wide. It is built with a timber superstructure on steel rail piles, with finger jetties servicing 14 partially wave-protected, permitted pen berths for vessels ranging in length (from 9m to 16m long). A large vessel (60m) alongside the berth is available on its west.



This jetty provides permitted berthing, which is in high demand and has an existing waiting list. The berths are fully committed to a mix of recreational and commercial users including VF20.

The existing jetty has limitations, with a significant tide range and short finger jetties resulting in access constraints.

Some berth pen sizes are restricted, with the approach wave screen piles, outer wave screen and piles, and outer section of the jetty superstructure in poor condition and in need of urgent upgrade. The jetty has an estimated remaining life of 5 to 10 years with planning for its

replacement, including disposal of the large berthing dolphins east of the jetty, an emerging priority.

Marginal Wharf (Refer also to designated wharf areas below)

The Marginal Wharf is the primary layby wharf at Port Welshpool, with heavy-duty timber superstructure on reinforced concrete piles, 226m long and up to 11.8m wide, contiguous with the foreshore, extending from the Fisherman's Jetty at its eastern end, through to the Port Welshpool Slipway, at its western end.

It is core to and supports a range of activities, including port operations and maintenance, loading/unloading of commercial fishing and other vessels, vessel maintenance repairs and fit-out, refuelling and temporary and permitted berthing, charter operations, access to Fisherman's and Ferry Terminal Jetties, net stretching, and adjustment, promenading and recreational fishing.



Net stretching and adjustment

The Marginal Wharf is considered critical to port operations.

The wharf was initially developed with the harbour and has been progressively rebuilt from 1976 to the early 1980s, with various upgrades and major maintenance activities since then.

The deck was replaced in 2006/2007 along with a number of beams. In 2021 and 2022 the loading area was upgraded. The remaining life of the structure varies with some areas currently at the end of their functional life, with load capacity limitations and access restrictions in place.

Marginal Wharf (Maintenance Area) (Existing Conditions Plan Location 9)

The Maintenance Area is on the Marginal Wharf, fronting, and with controlled access through the GP depot and operations site.

It is a core harbour facility providing services for a range of activities, focusing on port operations and maintenance (particularly crane operations and major buoy maintenance and deployment), vessel maintenance repairs and fit-out, and smaller ship maintenance and servicing.

When the Loading Area on the Marginal Wharf is unavailable, controlled access can be made available.

The condition of this area varies. Generally, its remaining service life is five to seven years with load capacity limitations applicable.



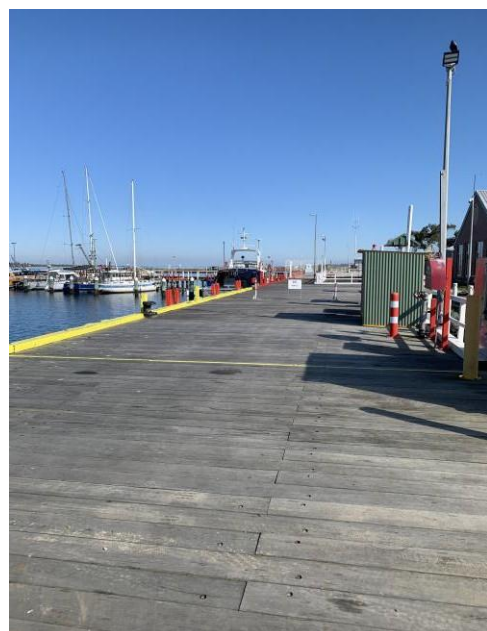
Marginal Wharf (Light Unloading Area) (Existing Conditions Plan Location 10a)

The publicly accessible Light Unloading Area runs east from the Ferry Terminal Jetty to the core Unloading Area.

This area has been available for across-the-wharf activities. It provides access to the Ferry Terminal Jetty and has one permitted, 16m alongside berth occupation.

The condition of this area varies, with a remaining service life of one to three years.

This area has recently had a load capacity downgrade, including the closing of the majority area to vehicle traffic.



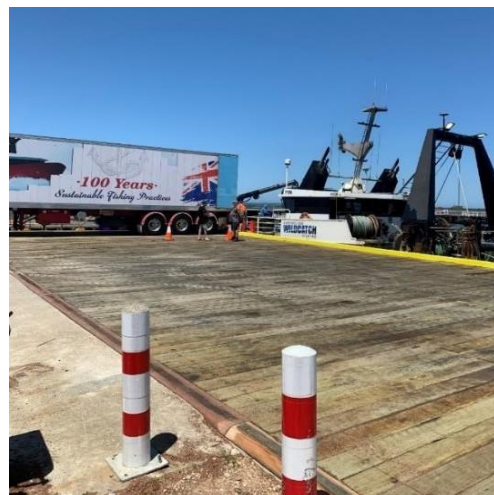
Marginal Wharf (Unloading Area) (Existing Conditions Plan Location 10b)

The Unloading Area is critical to supporting core activities on the Marginal Wharf. It provides for direct foreshore access and heavy-duty across-the-wharf activities, predominantly from commercial fishing operations, and for on-water diesel fuelling and vessel resupply and net stretching and adjustment.

The frequency of use for fuelling is, on average, five events per week.

The frequency of use for unloading fish/cargo is approx. 3+ events per week.

With recent upgrades, the remaining service life of components of this area is 12 to 15 + years.



Marginal Wharf (Berthing and General Area) (Locality Plan Location 11)

This berthing area east of the loading section through to Fisherman's Jetty has generally been available for across-the-wharf activities and vessel access and operations.

Recently a load capacity downgrade has been applied, with a section of failing wharf fenced off and vehicles excluded from most of the area.

There are two permitted alongside berth occupancies in this area, for vessels 22 to 25m long. A low landing off this section adjacent to the Fisherman's Jetty is used for charter vessel operation client access.

The condition of this area varies, with a remaining service life of one to five years.



Fisherman's Jetty (Locality Plan Location 12)

This large jetty, on the eastern side of the harbour has a 134m long approach and 142m long head and is constructed with a heavy-duty timber superstructure on reinforced concrete piles.

This jetty, fundamental to the creation and functionality of the Harbour, was constructed in the 1940s. It has undergone many rationalisations and upgrades and downgrades since.

The head of the jetty was significantly shortened in the early 1990s.

The jetty is comprised of a number of elements, i.e., approach, approach low landing, parking area, jetty heads east and west and head inner low landings.

It provides controlled vehicle access and access to unprotected alongside large vessel berthing in Lewis Channel.

It has potential berthing available for 10 to 12 vessels from 15m to 25m long, one of which is reserved for itinerant berthing. However, the eastern landing inner, with two berths, is compromised because of shoaling and is unusable.

There are currently two permitted occupancies on the western inner low landing (vessels 12m and 19m long), one of which is a charter operator and 4 permitted occupancies on the outer head (vessels 18m to 24m long).

Elements of the jetty are in varying condition with component remaining service lives, from one year to fifteen years.

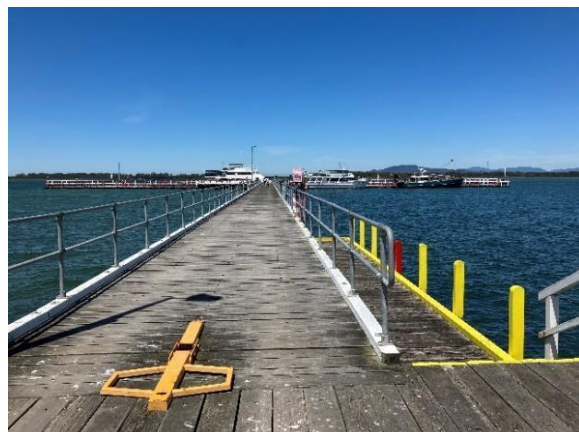
This jetty provides the only, albeit limited, sought after, alongside deepwater berths, in Lewis Channel, suitable for larger and itinerant vessels.

Community and Cultural Values

The Port Welshpool harbour and port facilities have progressively developed since the mid-1800s and have been, and continue to be, intrinsic to the heritage, development, and character of Port Welshpool. It is highly valued by the community due to its location, diversity of uses,



Historic Image – Jetty approach from Rose Post Card Series



along with its accessibility to recreational opportunities and connectivity to land-side interests, all significantly contributing to the liveability and well-being of the community.

Port Welshpool Harbour is located on the land and waters of the Brataualung Clan, one of the five major clans of the Gunaikurnai people. GLaWAC is the Registered Aboriginal Party representing Traditional Owners, the Gunaikurnai people, and their aspirations.

The harbour and its adjacent foreshore have been significantly disturbed and modified with extensive dredging and land reclamation over its evolution before Aboriginal cultural heritage values were properly recognised. These cultural heritage values are increasingly important and are considered with any proposed works or development planning, with requirements for a Cultural Heritage Management Plan assessed in conjunction with the Registered Aboriginal Party on a case-by-case basis.

Safety and Environment

GP SEMP provides the basis and direction for safety and environmental management within the ports and waterways under Gippsland Ports management.

The SEMP promotes improvements in safety and environmental compliance and performance across all aspects of port activities and supports the management of related issues arising from port activities and operations.

Key factors contributing to the safety risk profile in the Harbour precinct include:

- Public safety
- Harbour and berth exposure (weather and wave climate)
- Harbour and Lewis Channel shoaling and associated compromised vessel access.
- Reduced capacity and functionality of Marginal Wharf
- Marginal Wharf operations conflicting uses and traffic management
- Conflicting commercial and recreational boating activity associated with RoRo and boat ramp operations
- Limited competing-use controls during loading and unloading operations, i.e., potential conflict with public access and
- Net stretching operations extend across the wharf and onto the foreshore.

Key factors contributing to the environmental risk profile within the Harbour precinct include:

- Climate change and coastal hazard vulnerabilities associated with sea level rise, and increased flood and storm activity
- Maintenance dredging - noting that prerequisite permits require ecological, coastal processes and coastal hazard vulnerability assessments
- Fuel and oil spills
- Inappropriate disposal of boat sewage and bilge water
- Inappropriate vessel maintenance activities
- Introduction and translocation of marine pests
- Slipway works or activities that may disturb contaminated sediments will need to be appropriately managed, and
- Livestock management and across the wharf activities.

Noting again that management of port operations and related activities are influenced by several parks, particularly Corner Inlet and Nooramunga Marine and Coastal Parks, Corner Inlet Marine National Park, and the Corner Inlet Ramsar site.

Climate Change Resilience

Recognising that the harbour precinct, like all coastal environments, will be impacted by climate change over time, understanding the vulnerabilities of harbour infrastructure in the context of *Victoria's Resilient Coast – Adapting for 2100+ Framework* and Guidelines, is critical.

Water Technology conducted high-level Coastal Hazard Vulnerability Assessments on Port Welshpool harbour, wharves and jetties, for GP in 2020.

Overall, the erosion and inundation risk assessment findings were typically low for the present-day and increased only modestly to 2040 and more significantly to 2100, primarily due to 0.8m Mean Sea Level (MSL). The Marginal Wharf erosion assessment indicated a slightly higher 2040 risk scenario given the potential exposure to high-energy waves and the deterioration of the rock armour.

Also risks for Fisherman's Jetty are expected to increase slightly by 2040 due to potential exposure to increased wave heights with sea level rise.

The shorelines adjacent to harbour assets are mostly protected by seawalls and there is little likelihood of erosion hazards impacting assets. By 2100, it is predicted that the MSL will increase by +0.8 m. The presence of seawall structures will mitigate this risk, assuming they are adequately maintained, and the crest level is above 0.8 m above MSL.

Overall, the results of the hazard risk assessment show that currently, the majority of harbour wharves and jetties assets are at low to moderate risk from erosion/inundation damage.

The assessment outcomes will be factored into asset plan reviews and potential planning and development initiatives informed by detailed Coastal Hazards Vulnerability Assessments.

The Breakwater has been subject to a recent condition assessment, which indicated some movement and loss of rock armour, but not to a detailed Coastal Hazard Vulnerability Assessment. The breakwater is critical to providing harbour protection from wind/waves from the west to south-west, and for RoRo operations and harbour access, and a detailed Coastal Hazard Vulnerability Assessment is recommended as a priority.

Harbour coastal processes, Coastal Hazard Vulnerability and associated assessments will be included with periodic maintenance dredging planning.

Emergency Management

While not totally protected from extreme weather events, the Harbour provides a regional refuge for offshore vessels transiting Bass Strait and recreational vessels operating within Corner Inlet, out of Port Welshpool. Importantly, it provides access to emergency services and is home to VF20. The Gippsland Water Police fuel at Port Welshpool during their coastal and western Gippsland ports operations.

The Slipway provides an opportunity for emergency slipping (boating safety).

With limited alternatives available, the functionality of the harbour and its assets are considered extremely important in supporting emergency services, safety, and community resilience, particularly as climate events and extreme weather conditions increase and tourism and recreational activities grow.

Recreation Tourism and Economic Activity

The Port Welshpool Harbour facilities and services are core to supporting a range of opportunities underpinning community well-being, recreational, tourism and economic activity, including boating, recreational and commercial fishing, Bass Strait Island trade, charter operations, vessel maintenance, berthing, and offshore development support.

GP recently engaged Nation Partners to prepare an economic snapshot of the current economic value of Port Welshpool and its associated maritime activities. This includes the demand for recreational and commercial activities supported by the Port, and the value of these activities for the local and regional economy.

In summary, the economic snapshot recognises:

- *“That Port Welshpool is one of three major landing points in Victoria for the Commonwealth’s Southern and Eastern Scalefish and Shark Fishery and a main landing point for the State-managed Corner Inlet Fishery.”*
- *“Port Welshpool Harbour is an important location for other marine industries such as cargo and livestock transportation and a key access point for marine trade routes between Tasmania and Victoria.”*
- *“Port Welshpool also supports recreational activities such as fishing and boating that generate economic value for the local and regional economy. The fishing jetty and ramp at Port Welshpool Harbour, alongside the recently restored Long Jetty, support both land-based and boat-based access to recreational fishing. Port Welshpool is also a popular destination for both local and visiting recreational boaters, providing free access to some of Victoria’s best cruising and marine environments.”*
- *“Port Welshpool is one of several active recreational fishing and boating locations and is an important contributor to the economic value of these activities within the Gippsland region.”*
- *“Port Welshpool is well-regarded as a tourism location along the Gippsland coastline.”*

- *The Long Jetty, Maritime Museum and the Harbour precinct lend Port Welshpool its attractive maritime character, and the facilities and infrastructure provide visitors with access to water-based activities such as fishing, sailing, and kayaking.”*
- *“Tourism activities generated by the Port Welshpool Harbour supports economic benefits and jobs for local business.”*

The demand for harbour services is expected to increase with growth in tourism and recreation and continued support of Gippsland’s valuable commercial fishing industry. The potential for major investment in offshore wind farms off Gippsland’s coast and other emerging energy sectors, combined with the progressive decommissioning of oil and gas assets, will place demand on Corner Inlet and port services.

Key Findings

Key findings, observations and recommendations are based on current assessments, asset conditions, use knowledge and stakeholder feedback. This LPAP development has not been detailed to consider options or economic and business case analyses.

- Harbour and facility functionality to support continuing access, services, and safe port commercial and recreational activity and use is essential and valued by users and the community. To this end, continuing periodic maintenance dredging and staged facility upgrades are critical.
- Limited harbour protection from weather and wave climate is a key issue within the harbour, requiring consideration of opportunities to mitigate risks where practical with facility and asset management planning.
- Additional data and information necessary to inform asset management and planning direction going forward include Detailed Condition Assessments, Harbour Coastal Processes Assessments and Coastal Hazard Vulnerability Assessments for the Harbour.
- Implementing staged upgrades to Marginal Wharf to reinstate access and operational capacity is considered a priority.
- Conflicting recreational and commercial uses and activities associated with transport operations at the Marginal Wharf and RoRo necessitate the priority implementation of traffic management plans, which must be underpinned by risk assessments.
- Detailed planning is a priority for increasing the number of available permitted berths to address demand through asset renewal and upgrade projects.
- Facility replacement and upgrade planning need to cater for intermittent recreational use, and passenger access opportunities within the harbour while optimising the life and useability of existing infrastructure.

Periodic maintenance dredging in the Harbour and staged upgrades to the Lewis Channel and Marginal Wharf are clearly short-term asset management priorities.

Opportunities and options will be considered on an ongoing basis, considering asset conditions, potential emerging demand, and commercial opportunities, including those associated with offshore developments in South Gippsland and the potential development of additional permitted berths.

Notwithstanding substantial historical and current investment in PW harbour infrastructure and changing use demographics, there appears to be limited opportunity to rationalise assets without dramatically impacting harbour form and functionality.

The Harbour, Breakwater, Marginal Wharf and Fisherman's Jetty (approach and western head), the RoRo, and Ferry Terminal Jetty pen berths, and to a lesser extent, the slipway, are all considered core to the harbour and its operations, and necessary for the provision of commercial and recreational port related support services out of Port Welshpool.

Notwithstanding precinct broader community use and economic and other values, demand for services available through these assets is often intermittent, seasonal, and specific industry activity related. Nevertheless, certainty exists around port operations, emergency and pollution response, permitted berth demand, existing level of commercial activity (including fuelling), recreational boating activity, itinerant berthing, and safe refuge, all provided within this precinct.

Implementation Action Plan (15-year horizon)

Key implementation recommendations resulting from the development of this LPAP. Note that works identified in this plan will be used to **inform future planning and priorities for government investment.**

Facility Reference



Action Item	Timeframe	Description
1	Short Term	RoRo operations - Implement controls to mitigate operational risk in conjunction with SGSC.
2		RoRo lighting - Upgrade for night-time operations
3		Marginal Wharf - Develop and implement in conjunction with SGSC, an "On shore and on wharf" traffic management plan
4		Maintenance dredging – Progress harbour and channel dredging planning. Subject to approvals, implement maintenance dredging campaign
5		Marginal Wharf - Light Loading Area - Staged implementation of rationalisation and upgrade proposals
6		Marginal Wharf - General and Berthing Area - Staged implementation of rationalisation proposals
7		Breakwater - Conduct condition, and coastal hazard vulnerability assessment
8		RoRo operations - Consider potential opportunity, in conjunction with land managers, for the provision of a dedicated marshalling and lay down area
9		Improved harbour and berth protection - Staged implementation of measures to improve berth protection
10		Kayak launch - Explore options for safe and accessible all tide facility, in conjunction with SGSC and DEECA and existing eco-tourism operators
11		RoRo - Plan for renewal
12		Waste management - Review the adequacy and serviceability of hard and oil waste services and implement identified improvements
13		VF20 jetty/or berth alternative - Plan for a dedicated appropriately located facility
14		Refuelling facilities - Support the retention and/or upgrade of by private operator
15		Boat sewage pump-out facility - Plan for an appropriate facility in conjunction with SGSC
16		Boat launching and retrieval facility - Support SGSC's proposal to upgrade the facility
18		Medium Term
19	Ferry Terminal Jetty - Plan for the rebuild of Ferry Terminal Jetty	
20	Access for all abilities - Plan for access to transient berthing	
21	Long Term	Vehicle access - Support removal of disused ramp in conjunction with SGSC, and plan for potential area reuse for net stretching
22		Marginal Wharf - Maintenance Area - Staged implementation of rationalisation and upgrade proposals
23		Slipway – Monitor serviceability, usage, and demand. Review service options

Conclusion

Regionally important harbour activities, changing local conditions, user needs, and ageing assets necessitated developing this LPAP to look to the future.

As a working harbour with significant historic investment in its extensive infrastructure, technical and asset condition and use assessments were necessary to better understand and prioritise asset management imperatives. This comprehensive body of work, critical to underpinning the plan development, has not been included in the plan but has been used to inform it.

Recognising the harbour's importance to users, its public accessibility, and its importance as a community and visitor focal point, the comprehensive stakeholder engagement process ensured that all users' and community's requirements and values were understood and considered.

Other key considerations included environmental and safety risk management, climate change and coastal hazard vulnerability and cultural heritage.

The draft LPAP, consistent with local and regional planning objectives, achieves its primary purpose of informing strategic direction, investment prioritisation and safe, efficient, and effective Harbour operations and management based on current local economic, tourism and community needs.

The implementation action plan summarises and prioritises actions, some of which will be implemented through routine port operations and others considered with asset management plan reviews.

Before finalisation, additional feedback was sought from stakeholders and the community through the Engage Victoria platform.

Acknowledgments

With the development of this LPAP, GP acknowledges oversight, input, and review by its internal Project Control Group and Project Reference Group, with the latter which includes representation from DTP, DEECA, SGSC and GLaWAC.

Gippsland Ports would also like to acknowledge and thank all those who have participated in and provided valuable feedback throughout the initial stakeholder engagement process.



Port Welshpool Local Port Area Plan

Prepared by i.e. community for Gippsland Ports

Engagement report

23 June 2023

About this report

This report summarises the findings of the community engagement activities undertaken on behalf of Gippsland Ports on 27 April and from broader feedback received until 12 May to inform the development of the Draft Port Welshpool Local Port Area Plan (LPAP or the Plan).

Executive summary

Gippsland Ports is developing the Port Welshpool Local Port Area Plan, which aims to improve the safety, accessibility, and sustainability of the harbour for commercial and recreational users.

In April 2023, Gippsland Ports arranged engagement activities to provide the port users, local stakeholders and the community an opportunity to provide input into the development of the Plan. i.e. community facilitated the engagement activities held at the port, including a stakeholder meeting targeted at port users, a drop-in session for the local community, and a roundtable for all interested stakeholders.

Promotional materials were sent to current and potential users, stakeholders and community groups to create awareness of the Plan's development and of opportunities to comment and participate. The broader public was informed of the opportunity to provide input through outreach to local and regional media, promotion on social media and information on the Gippsland Ports website.

The engagement was framed around what is important to users, what's working and not working, and the precinct's future needs. The key findings are summarised below.

Port Welshpool is valued due to its location and the mix of facilities provided. The fact that the port supports commercial activities, commercial fishing, recreational boating, livestock transport and tourism is well-regarded.

Stakeholders would like to see investment in the port to reinstate and bring existing infrastructure up to today's standards to support current operations and growth. Key concerns included dredging to provide access for vessels during all tides, reinstating the capacity of the Marginal Wharf, improving the operation of the slipway and roll-on/roll-off (Ro-Ro) facilities, and better security to safeguard vessels and equipment. Additional slipway capacity, both in terms of the number and size of boats, is seen as desirable.

Balancing the interests of recreational and commercial users emerged as a key issue. There is broad recognition that the port does a good job in supporting the needs of different users; however, numerous conflicts were raised that are heightened during busy periods. The need to continue to support the local fishing industry while catering to the growing demand for recreational boating and tourism is seen as key to the ongoing success of the port.

Upgrading facilities and expanding the landside offerings are important to the development of the precinct. This includes upgrades to improve the user and visitor experience, improving facilities for commercial and recreational boats, and support for tourism growth. There is a desire for additional services and amenities for users and an interest in looking at additional uses, such as the re-introduction of a ferry service.

The potential impact of offshore wind farms on the future of the harbour is an area of interest and concern. On the one hand, it is seen as an opportunity for additional activity and port growth. On the other hand, it raises concerns about capacity and impact on the environment.

Project background

Gippsland Ports is developing a Local Port Area Plan for the Port Welshpool Harbour. The plan will guide port operations and prioritise investment to provide, develop, and maintain port facilities needed to support those operations. The plan aims to improve the safety and accessibility of the harbour for both commercial and recreational vessels. The Plan will feed into the Victorian Government's Sustainable Local Ports Framework, which guides investment priorities for local port infrastructure.

Following the initial stakeholder engagement process, which includes a reviewing asset conditions and considering port safety environmental and climate change implications, a Draft Local Port Area Plan for the Harbour will be developed.

Gippsland Ports will provide the engagement outcomes to stakeholders and the broader community on Engage Victoria, the Victorian Government's online consultation platform, to seek any further feedback on the plan.

Engagement objectives

- To gather input and feedback from stakeholders, including commercial and recreational users, berth holders, individuals and community groups, and any organisations who have an interest in the port or are affected by the development of the Draft Local Port Area Plan (LPAP). The engagement aimed to ensure that their perspectives, concerns, and suggestions are considered in the planning process.
 - To gather information on the asset condition, operational factors, and other relevant considerations related to the Port Welshpool harbour precinct. This input will be used to assess the current state of the port, identify any issues or challenges, and determine the investment requirements for future development and maintenance.
 - To provide stakeholders with information about the Sustainable Local Ports Framework (SLFP), the purpose and importance of the LPAP, and the current condition, importance, and functionality of the existing port facilities. This helps stakeholders understand the context and rationale behind the planning process.
-

Overview of engagement activities

Stakeholder meeting

Meeting with existing and potential commercial operators and berth permit holders to provide input.

1 participants

Feedback register and submissions

To provide all stakeholders with the opportunity to provide feedback in writing.

12 submissions

Drop-in session

An informal opportunity for interested members of the local community to provide feedback and have their questions answered.

12 attendees

Direct outreach

To provide key stakeholders and berth holders who were unable to attend the in-person engagement activities and opportunity to provide input.

7 conversations

Roundtable

To provide the opportunity for a range of stakeholders to participate in a facilitated discussion about the port.

7 attendees

Promotion

To raise awareness of the project and encourage input, a media release was shared with local media and it was promoted on social media and Gippsland Port's website. Additionally, posters were widely distributed throughout Welshpool and Port Welshpool to reach the local community.

What we heard

What facilities or features of the harbour precinct are most important to you? What works well now?

Overall, the participants reported that the port is working well and meets the diverse needs of users, including commercial operators and recreational users.

The location of Port Welshpool is central to its importance across user groups with its harbour operations (and the Long Jetty) intrinsic to its character. For fishermen, it provides access to prized fisheries. For recreational boaters and tourism operators, the port is the gateway to some of the best cruising and marine areas in the country. The fact that the port provides an important link to industry and tourism in Tasmania, King and Flinders Islands was also highlighted.

As expected, participants valued different aspects of the port precinct based on their needs, from the Ro-Ro facility and Marginal Wharf for commercial operators to the slipway for boat users and the Fisherman's Jetty for recreational fishers and visitors.

Access to berths and crane accessibility were also highlighted as important features of the port.

The area surrounding the port is also important. People appreciate the natural environment and are keen to see it protected.



"It all works well now it's just old and in need of repair. The marginal wharf, Fisherman's jetty, and break wall could all be updated to much better suit recreational boaters and fishers"

"Well, I'm a recreational user. For me, this is on the doorstep of some of the best cruising countries in the world. I reckon certainly within Australia. Doesn't get any better than that"

"I'm a Sea kayak operator, and from a recreational point of view and also from a commercial point of view, this is a phenomenal opportunity and resource and this is the only access to that resource out there. And at the moment, there are no facilities at all for sea kayakers"

What could be improved?



Infrastructure and operations

Dredging is a priority. Representatives from multiple industries, including commercial fishing and livestock transport, raised concerns about access and safety during low tide.

While the slipway provides significant value to users, there are concerns about its current operational limitations. It could be improved to accommodate larger vessels and there are concerns some vessels are damaging the slipway. Commercial users with larger vessels report having to travel to other ports to use larger slipways. There is a common view that improvements to the slipway operations would add significant value to the port precinct.

Suggestions for improvements include separating the fish cleaning area from where trucks are loading, improving lighting, sealing the grassy western area to increase the area for truck movement, stopping fishing on the breakwater and widening the rock wall for transport operators.

Compromised access and current operational constraints on the Marginal Wharf were raised. Tourism operators were keen to see improved passenger access. More generally, participants would like to see the port facilities improved to meet the needs of today's vessels and uses.



"Dredging is an issue, would like to see it dredged so we have access. I believe as 90% of boats have livestock, the tide is a huge issue. Would love to see better access. Last week, we were supposed to have a boat in at 4 pm, but the tide meant we had to wait until 10 pm"

"Our storage tank for diesel is too small in capacity to provide a consistent supply at times"

"Slipways can only be put on small boats now. Bigger boats can't use it, have to go to Lakes Entrance. Takes away work to be done in Port Welshpool. Slipway can be very valuable to some people. That would be the thing that needs the most attention."



Safety and security

Much of the discussion centred around safety and security improvements, particularly related to conflicts between commercial and recreational activities. There are significant concerns about conflicts between recreational and commercial users, with strong calls for short-term improvements and long-term separation.

Traffic conflicts are a key area of concern, particularly between recreational users and Ro-Ro operators in high-demand periods.

Participants would like to see RO-RO operations reviewed to address public safety issues, including fencing off areas to prevent people from wandering into areas where large vehicles are in operation. Traffic management is a key concern, with the need for better signage and other measures to reduce conflicts.

Commercial operators and berth holders are concerned about security, with some reporting vessels being broken into or equipment stolen. Suggestions for improvement included fencing, signage and surveillance systems.



"Anyone can just walk down and people are on the edge of the Ro-Ro. You can't drive a semi and have people walking around you. Drivers shouldn't have to worry about that"



Safe harbour

Also common across user groups is a view that more could be done to improve Port Welshpool as a safe harbour. To achieve this, suggestions included a break wall on the eastern side to prevent sediment buildup and manage the impact of tides and waves on berthed vessels.

Concerns were raised about the design and maintenance of the boat ramp floating pontoon, particularly in light of planned changes to provide disability access.



"Welshpool is not a safe harbour - it's the worst I've used in 50 years of boat ownership; Security: the gate set up is 3rd world; Poor wave buffering from the southwest winds/wave action; Almost no wave buffering from easterly wind/storm waves; Slipway is inoperative and hellishly expensive; The 3m access ladders at low tides are confronting and make loading gear dangerous"

What are the future needs of the precinct?

Throughout the discussions, a broad range of ideas were put forward for the future of the precinct. It should be noted that many of these were presented as options to be considered or explored rather than a clear statement of need.

From an **operational perspective**, there is a desire to see improved boat cleaning, storage and fuelling services. Better waste disposal facilities were also asked for, including general waste dump points and boat pump-out facilities. Improved access to water and electricity was identified as a key need. The cost was a recurring theme, with a view that some costs are already prohibitive. Improved fish cleaning facilities, separated from other activities, are needed and would enhance the user experience for recreational and commercial fishers.

Given the increasing popularity of the port for recreational fishers, numerous stakeholders raised the need to provide additional parking, separated from commercial operations, . A dedicated jetty for the Volunteer Coast Guard was requested to improve safety and response times.



From a **visitor perspective**, better facilities are needed to increase visitation. These included loading and unloading areas, refreshments and supplies, toilets and showers.

Other suggestions included developing a floating marina that can adjust to the tide, providing for multiple vessels unloading at once, and managing increased tugboat activity, to accommodate future increases in commercial fishing activity.

A shift from commercial to recreational fishing and increasing tourism are seen as opportunities to reshape Port Welshpool's identity and offerings. The increased visitation to the area due to the popularity of the Long Jetty was cited as a great example of how the investment would benefit the port and the local community.

Opportunities to support eco-tourism were raised, such as the facilities for launching and washing kayaks.

For stakeholders with a vision for growth, the development of offshore wind farms offers significant potential for the future development of the precinct. Others expressed concern about the pressure it may place on the port, exacerbating capacity issues. Finding a balance between development and preservation will be an important consideration for the future of the precinct.

In terms of **large-scale development**, suggestions included rebuilding the Marginal Wharf with a concrete deck and offering maintenance services, like a 500T travel lift and hardstand, to attract other commercial operators.

There were also suggestions that the port precinct could cater for air ambulance operations, a yacht club or yachting services, and the long-discussed marina could be developed. The marina received mixed feedback, with some seeing it as key to the future of the port, with others staunchly opposed to the idea.

Community involvement and input into long-term planning were common themes throughout the discussions. Participants recognised and appreciated the effort made by Gippsland Ports to get their feedback and would like to see more in the future.



“Port Welshpool is the only all-weather port from Eden to San Remo. It's important we keep the Tasmania connection - a shorter cross-link between King Island, the Silica Mine and other big development”

“We feel currently there is a lack of all tide loading facilities for boarding passengers, especially those with mobility issues, and no existing facilities to dispose of recyclable or compostable waste, the current waste hopper is good for general rubbish, however as an ecotourism business we strive to reduce general waste and recycle and compost.”



“More boat ramps needed. Commercial, cattle and industry shipping should be carried out at Barry’s Beach, with the Port Welshpool ports and harbour facility being turned into a purpose-built marina similar to Metung and Paynesville”

“Continue berthing at Welshpool so both Flinders and King Island have a direct route into Victoria”

Appendix A: Table of feedback received

Specific feedback received throughout the engagement process

Feedback received
What could be improved?
Addressing the lack of facilities (e.g., ice supply, fish cleaning areas) to attract more use of the port.
Dredging to accommodate safe use of the harbour at all tides.
Improved traffic management facilities for the Ro-Ro wharf.
Improvements to the boat ramp to support multiple users at once, such as widening or an additional ramp.
Improvements to the slipway, users would like access to the 200T slipway/lift.
Maintenance and upgrades to the Fishermans Jetty, including rod holders and filleting tables to support recreational users.
Renewal of the floating pontoon.
What are the future needs of the precinct?
A dedicated marshalling area for the transitional freight.
Addition of boat washing facilities.
Additional bins or waste services at the Port.
Additional lighting and security for the Ro-Ro facility.
Additional refuelling and storage options.
Exploring options for kayaking launch and recovery.
A floating marina that can adjust to the 3m tides.
Larger above-ground storage tank.
Members-only amenities, like access to a hot shower and toilet.
Maintenance services, such as a 500T travel lift and hardstand, attract other commercial interests.
Potential for three to four vessels unloading at once at Port Welshpool.
Protection from waves and easterly winds for berthed vessels.
Replacement of the two missing navigation beacons (60-100).

The potential for a travel lifts instead of a slipway for larger vessels.

Outside of the study area

Widening the rock wall for transport.

Creation of a purpose-built marina like Metung and Paynesville.

Exploring alternative locations for truck activities, such as Barry Beach or Port Anthony.

Sealing the grassy western area and car park for better use.

Toilet facilities at Long Jetty.

Appendix 2 - Summary of Stakeholder Feedback Received and LPAP Response

Feedback received	LPAP response
Within the study area precinct	
Harbour General	
Shoaling is becoming an issue, limiting access to RoRo and Marginal Wharf. Dredging to accommodate safe use of the harbour (desirable at all tides) is critical to harbour operations and a priority.	The plan recognises the criticality of periodic maintenance dredging to ensure that the harbour's access and functionality remain. Stage 1 investigations have commenced to inform regulatory requirements and dredge planning.
Facility functionality to suit current vessel usage and operations is critical	The plan supports prioritising investment to maintain facility serviceability commensurate with use requirements. This LPAP provides the framework for asset management and facility redevelopment/upgrade planning.
Need for improved harbour protection from storms wind and waves i.e., wave breaks/upgrades to provide a safe harbour	<p>It is acknowledged, except for the Breakwater, that there is limited harbour protection. To create a fully protected harbour would require major investment and would necessarily be subject to a demand and economic analysis.</p> <p>GP considers wind and wave climate exposure with its facility planning and design and will further consider potential local measures to improve protection with its berth management and asset planning. e.g., improved fendering, vessel spacing, wave attenuation.</p>
Look for commercial opportunities and optimise on potential for industrial activity associated with offshore development	GP will continue to support commercial and industrial opportunities as they arise within the limits of available harbour and facility access. Potential sizes of vessel/s would likely require significant harbour changes (dredging and berth arrangement).
Anticipate increase for berthing demand from commercial operators resulting from the provision of offshore services	Refer previous comment.

Feedback received	LPAP response
Harbour on door of best cruising waters with Port Welshpool best location for access to and from Bass Strait	Agreed – opportunity to promote. Refer SGSC
Explore options for safe and accessible all tidal kayak launch, recovery access, avoiding crossing sensitive intertidal zones with access to water, wash down and toilets, and providing opportunities around eco-tourism. e.g., a floating dock in harbour precinct close to the parking	The plan acknowledges the value of supporting non-powered vessel operations and recommends a cross-agency review (i.e., GP, SGSC, DEECA) in conjunction with existing eco-tourism operators of viable launching and retrieval options
Look to opportunities for precinct to develop. Don't make commercial fishing the focus. Look at servicing additional markets	GP will continue to respond to and support, within harbour and facility limitations, emerging opportunities.
Commercial cattle and industry shipping should be conducted elsewhere, with existing harbour facilities redeveloped for recreational boating	The plan reaffirms that the Port Welshpool Harbour is a working port with limited alternative regional opportunities. Over time, as industry requirements, demographics, and potential berth development change, opportunities can be reassessed.
Opportunity for harbour to be a yachting destination endpoint	There may be capacity limitations, but they could be assessed should the initiative be pursued by interest groups and SGSC.
Plan for long-term berthing opportunities	<p>SGSC adopted the Marine Precinct Plan to identify future marina development opportunities east of Fisherman's Jetty (currently under review by SGSC).</p> <p>GP does not aim to develop a marina in its Harbour planning; however, it will consider the limited opportunity to increase the permitted berthing on facilities it manages, such as the Ferry Terminal and Fisherman's Jetty.</p>
Conflicting uses recreational commercial, separation desirable	<p>Commercial activity was the primary driver of the Harbour's development and remains important in that respect. However, the increase in recreational boating activity through the SGSC boat ramps and increased tourism with the redevelopment of the Long Jetty has heightened conflicting uses, particularly in relation to Marginal Wharf and RoRo operations.</p> <p>The SGSC Marine Precinct Plan supported the relocation of its boat ramps in conjunction with its marina development (SGSC is reviewing this plan).</p>

Feedback received	LPAP response
	GP, in conjunction with SGSC, will evaluate traffic management improvement and control opportunities in areas of conflict.
GP should move its vessels from Slipway Jetty to reduce crowding	GP has previously considered and hasn't supported it but will review its operational requirements and constraints.
Lack of all tide loading facilities for boarding passengers, especially those with mobility issues	GP asset planning will consider opportunities to provide improved access.
VF20 is seeking a dedicated jetty, preferably a low landing adjoining its building, to reduce response times	The plan supports a detailed assessment of opportunities to plan for a dedicated VF20 jetty.
Creation of a purpose-built marina like Metung and Paynesville. Floating marina that can adjust to the 3m tides.	<p>SGSC adopted the Marine Precinct Plan, which identifies a future marina (private sector funded) opportunity east of Fisherman's Jetty (currently under review by SGSC).</p> <p>GP does not aim to develop a marina in its harbour planning; however, it will consider the limited opportunity to increase the permitted berthing through the redevelopment of facilities it manages.</p>
It was noted that some members of the community are not supportive of the marina development identified in the SGSC Marine Precinct Plan	For SGSC consideration.
Harbour and Precinct Facilities	
Provision of facilities required to attract international visitors, visiting boats and charter operations	Largely outside the scope of the plan and GP's area of responsibility. SGSC is responsible for foreshore and boat ramp and associated facilities management, GP will consider opportunities to facilitate commercial and tourism initiatives as they arise, and to improve facilities relating to port functionality and operations.
Access to electricity and water	Existing services to be assessed, needs established, and services provision or upgrades considered, potentially in part on a "user pays" basis.
To attract more use of the port, address the lack of facilities (e.g., ice supply, fish cleaning areas).	As previously, assess in conjunction with SGSC.
Dump points and boat sewage pump outs desirable	As previously, assess environmental risks and service provision in conjunction with SGSC (Dump points SGSC responsibility).

Feedback received	LPAP response
Maintenance and upgrades to the Fisherman's Jetty, including rod holders and filleting tables to support recreational users.	The plan provides for maintenance and potential improvements to Fisherman's Jetty to accommodate large commercial and other vessels. Compatibility with providing dedicated fishing facilities will be considered in the context of this objective.
Members-only amenities, like access to a hot shower and toilet.	No current member clubs, considered in conjunction with SGSC, which manages adjacent public toilets.
Additional bins, waste, and recycling services at the Port.	GP will review the adequacy and serviceability of its hard and oil waste services on the Marginal Wharf and Fisherman's Jetty.
Provide seating, covered BBQ picnic areas, tourist information	As previously, consider in conjunction with SGSC. There may be an opportunity to provide seating on Fisherman's Jetty and Marginal Wharf in locations where there is no conflict with operational activities.
Disabled parking	To be included with traffic management plan development and implementation, in conjunction with SGSC.
Marginal Wharf	
Compromised access and capacity limitation on Marginal Wharf along with loss of alongside access, a concern	<p>Recognising current capacity and access limitations and the importance of the Marginal Wharf, GP has developed a draft forward plan for the wharf. The plan considers feedback received regarding usage, operational requirements, wharf condition, and future investment.</p> <p>This plan proposes defined areas for different activities and priority works and redevelopment of the wharf over time.</p> <p>Key objectives of this forward plan are to retain the wharf's operational functionality, ensure the retention of the fueling facility, heavy loading and maintenance sections, and the layby berthing face and access.</p>
Consider redeveloping Marginal Wharf in concrete to improve durability and load capacity	The above draft plan highlights the opportunity to consider a future rebuild of the loading and maintenance sections in concrete
Potential for three to four vessels unloading at once at the wharf.	Recent upgrades of the loading section currently facilitate operations by two vessels. Any additional demand will be factored into Asset Plans.

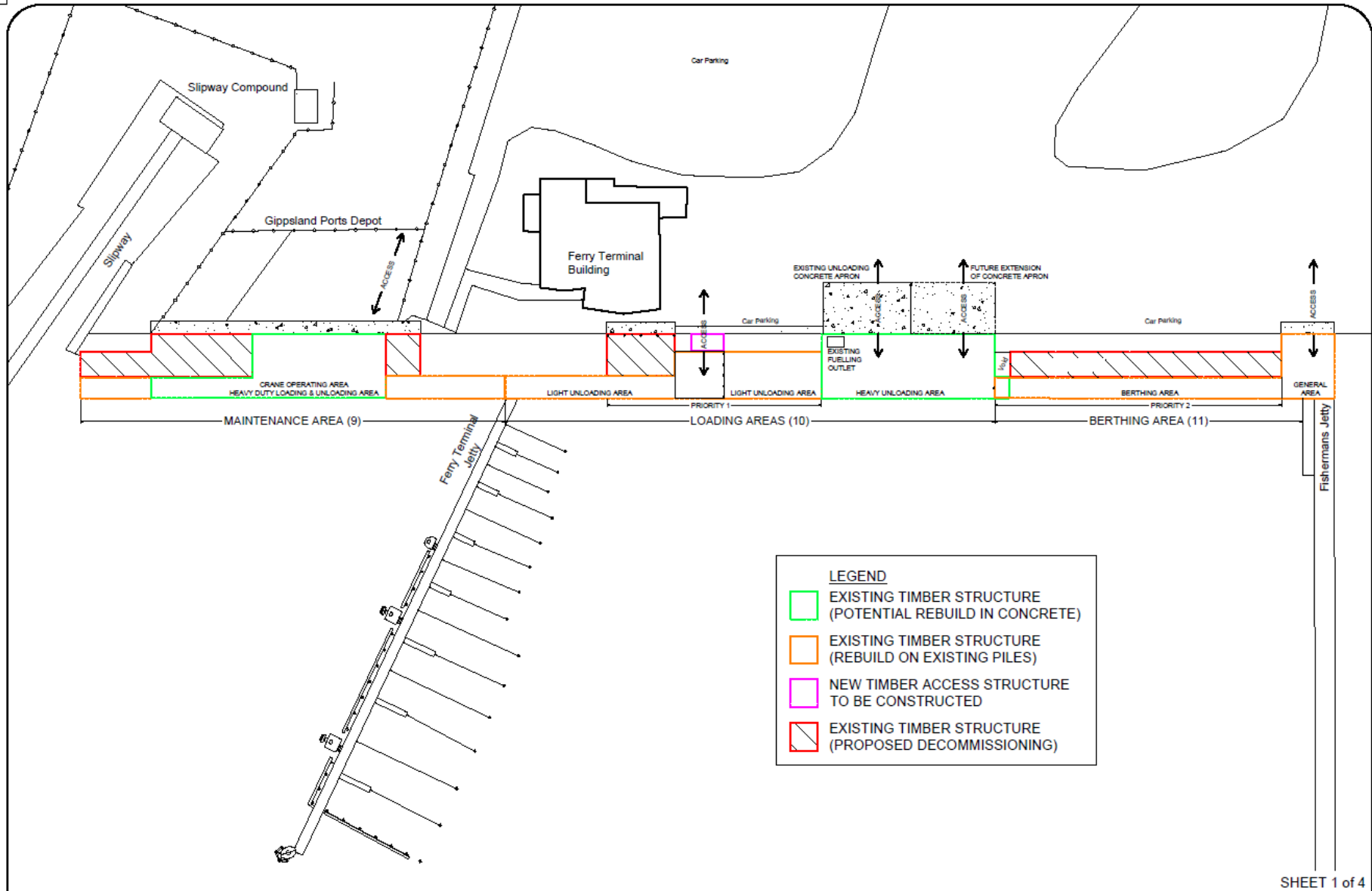
Feedback received	LPAP response
Crane accessibility and wharf capacity to suit, important	Agreed and included in forward planning.
Public access to Marginal Wharf and Fisherman's Jetty important for promenading and recreational fishing	<p>The value of public access and recreational use of facilities is recognised. The key issue is balancing competing uses. GP will review its risk assessment and current controls associated with commercial operations.</p> <p>From a public risk perspective, the provision for separating or controlling conflicting commercial and recreational activities is a planning priority.</p>
Provide additional refuelling storage options. I.e., a Larger above-ground storage tank on shore to provide a consistent supply	The plan supports the importance and continuance of the existing Marginal Wharf commercial fueling operations and planned storage upgrade by the private operator.
Limited vessel security a concern (note recent thefts)	Vessel security is ultimately the responsibility of the vessel owner. GP will review its current CCTV coverage over the wharf.
Consider fixed 1 or 2t crane on the wharf	Fixed cranes have been removed from most GP wharves, recognising the flexibility that mobile cranes offer in lieu.
Consider removal of the disused "Seacat" vehicle access ramp	Recommendation identified in SGSC Marine Precinct Plan providing potential for future wharf redevelopment to facilitate alternative wharf access and a dedicated area for net stretching and adjustment.
Ferry Terminal Jetty (FT Jetty)	
Loading and unloading access to berths required	Provision historically provided from Marginal Wharf. Redevelopment planning retains access.
Improvements to FT Jetty pen berths i.e., pen wires and slides, access gate, wave barrier extension	GP to consider improvements in its forward asset plans.
Protection from waves and easterly winds for berthed vessels	GP to consider the opportunity to improve berth protection in its forward asset plans.
Build additional pens on the west side of FT Jetty	GP to consider this option in its berth redevelopment planning, noting the potential that this development may compromise access to the Marginal Wharf maintenance berth and its operations.
Reallocate vessels on FT Jetty to minimise risks between vessels	GP to assess risk and consider opportunities to reallocate berths.
Vessel Maintenance	

Feedback received	LPAP response
<p>Maintenance services, such as a 500T travel lift and hardstand, to support the harbour as a safe haven, attracting other commercial interests and driving increased precinct uses</p>	<p>The plan recognises the need to continue to consider and monitor slipway demand and functionality, including the characteristics of the vessels that use it most, to inform any future upgrades.</p> <p>Warrants for a marine straddle carrier would be considered with any future facility major upgrade options. Major investment would necessarily be subject to a demand and economic analysis and align with the Victorian Government Investment Management Standards.</p>
<p>Improvements to the slipway, users would like access to the 200t slipway/lift.</p>	<p>See previous comment.</p>
<p>Slipping charges, a concern, not cost-effective</p>	<p>GP conducted a review of fees and charges in 2015 to ensure an equitable fee and charging regime across all its port facilities based on the government's cost recovery guidelines (now <i>Pricing for Value Guide 2021</i>). Fees and charges are consistent with other providers of similar facilities.</p>
<p>Recent slipway capacity downgrade an issue</p>	<p>GP considered the characteristics of the vessels that use the slipway most in determining the scope of the recent slipway works.</p> <p>After these works are completed, the slipway capacity will remain at 70t, and access will be available for vessels up to 18m in length, subject to tides.</p> <p>GP will review and consider these when developing its asset plans, slipway current and future use, and access needs.</p>
<p>RoRo Operations</p>	
<p>Continuation of RoRo operations is considered important</p>	<p>Given the lack of available regional alternatives and its level of use and importance to Bass Strait trade, the RoRo is regarded as critical infrastructure for commercial operations through Port Welshpool.</p>

Feedback received	LPAP response
RoRo transport activity conflicts with fishing on breakwater and fish cleaning facility use	The plan recognises that RoRo ship-to-shore transport operations are constrained, with potentially conflicting use risks. Traffic management and awareness signage improvements have been discussed on-site with SGSC, and approval to implement has been received.
RoRo traffic management is a concern and although cattle transfer processes have improved there remains some impact on precinct amenity	Refer previous comment.
Explore alternative locations for truck activities, such as Barry Beach or Port Anthony	Notwithstanding investment required, initial advice is that this activity is not complementary with Barry Beach terminal operator's future plans.
A dedicated marshalling and secure area for the transitional freight	The plan highlights the value of providing a dedicated area to facilitate improved RoRo operation. Opportunities are limited however potentially viable alternatives will be considered by GP in conjunction with SGSC and DEECA. Any future development of a secured area would consider private sector funding.
RoRo lighting is inadequate for nighttime operations, additional lighting and security for the RoRo facility is required	The existing light on over the RoRo wharf is inadequate and additional solar lights will be provided over the wharf operations area.
Widening the rock wall for transport	To be considered with planned breakwater rock renourishment and surface resheeting.
Boat Ramp Operations	
Improvements to the boat ramp to support multiple users at once, such as widening, or an additional ramp	The boat ramp is within the study area, and SGSC is responsible for its operations and management. The plan recommends that SGSC consider an upgrade to the ramp in its forward planning, particularly given its very high level of all-year-round use.
Concerns relating to the design of the proposed upgraded floating pontoon given tidal range and risk of vessels drifting under the access ramp	For SGSC review.
Addition of boat washdown facilities.	SGSC is responsible for operation and managing of the existing boat washing facility associated with its boat ramp operations. A review of the adequacy of the existing facility is supported.

Feedback received	LPAP response
Construction and bituminous surfacing of the grassed area west of the car and trailer park for better use and increased capacity.	For SGSC review and consideration in conjunction with its forward planning.
Slope of existing ramp, with tidal range raised as a concern	For SGSC review and consideration in conjunction with its forward planning.
Outside of the study area	
Concerns relating to foreshore amenity and lack of maintenance, particularly area revegetated post-2007-08 dredging	Post-dredging revegetated area and its maintenance are to be assessed in conjunction with SGSC and DEECA.
Consider the opportunity to develop a site on foreshore to facilitate air ambulance operations	For SGSC, DEECA and emergency services consideration.
Like to see beach renourished with clean sand	Will be considered as part of beneficial reuse assessment in dredging planning.
Stormwater outfall opposite Keane St compromised with sand build-up	For SGSC consideration.
Concerns with active erosion at the junction of Lewis St seawall and reclaimed 2007/8 dredge spoil area, seawall footing becoming exposed	For SGSC and DEECA consideration.
Toilet facilities at Long Jetty are a priority	For SGSC consideration.
Development of a swimming pool area	For SGSC and DEECA consideration.

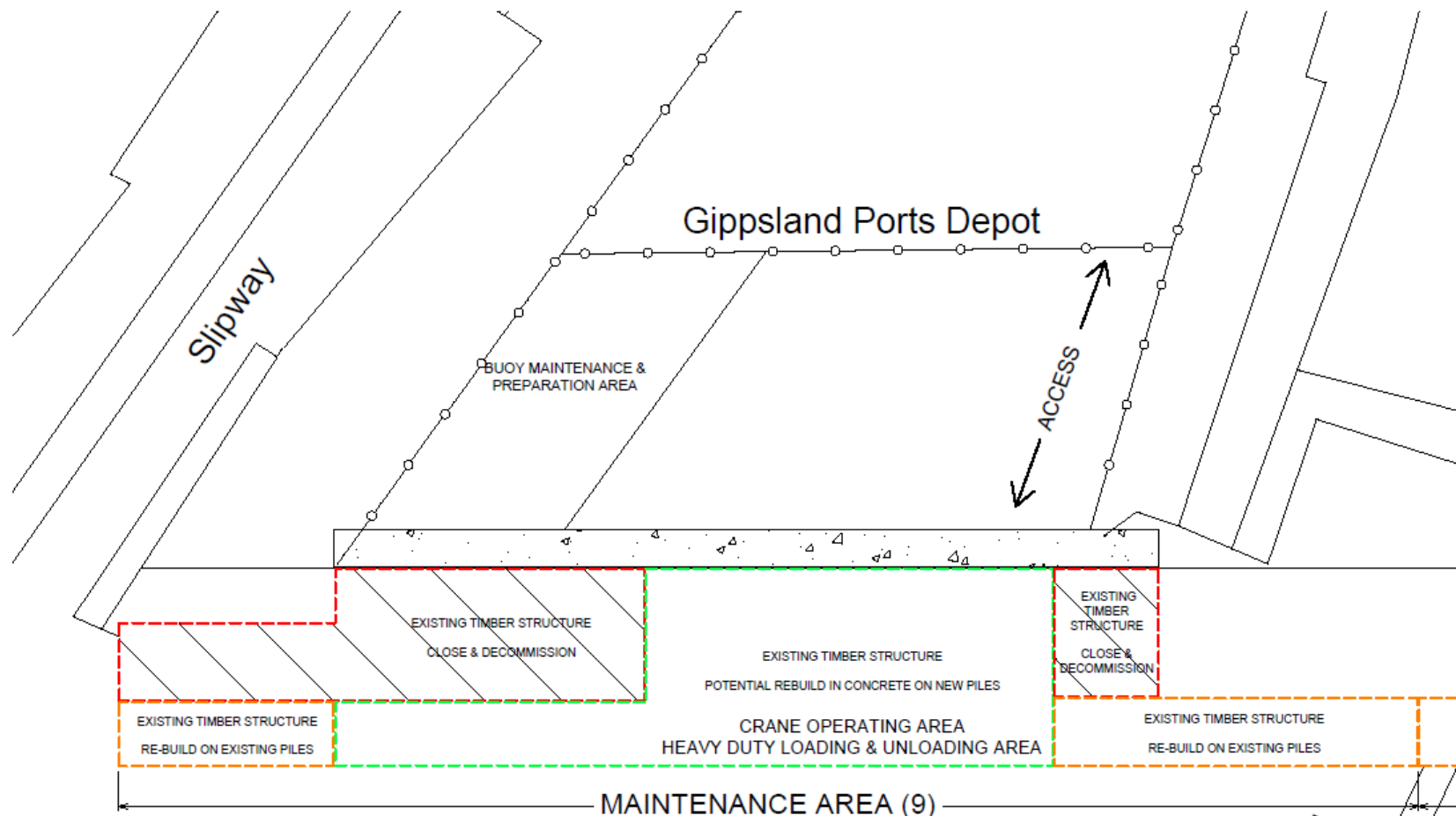
Appendix 3 - Draft Marginal Wharf Upgrade Concepts



LEGEND

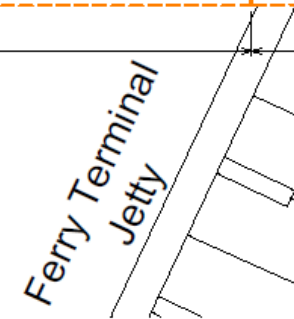
- EXISTING TIMBER STRUCTURE (POTENTIAL REBUILD IN CONCRETE)
- EXISTING TIMBER STRUCTURE (REBUILD ON EXISTING PILES)
- NEW TIMBER ACCESS STRUCTURE TO BE CONSTRUCTED
- EXISTING TIMBER STRUCTURE (PROPOSED DECOMMISSIONING)

SHEET 1 of 4



KEY FEATURES

1. RETENTION OF MAINTENANCE BERTHING FACE
2. POTENTIAL REBUILD IN CONCRETE FOR CRANE & HEAVY MAINTENANCE OPERATIONS
3. REDUCTION IN DECK AREA



SHEET 2 of 4

DATUM & CO-ORDINATE INFORMATION
 DATUM FOR HEIGHTS IS AUSTRALIAN HEIGHT DATUM (A.H.D.) - ALL HEIGHTS ARE IN METRES
 CO-ORDINATE SYSTEM IS MGA 94 - ZONE 55



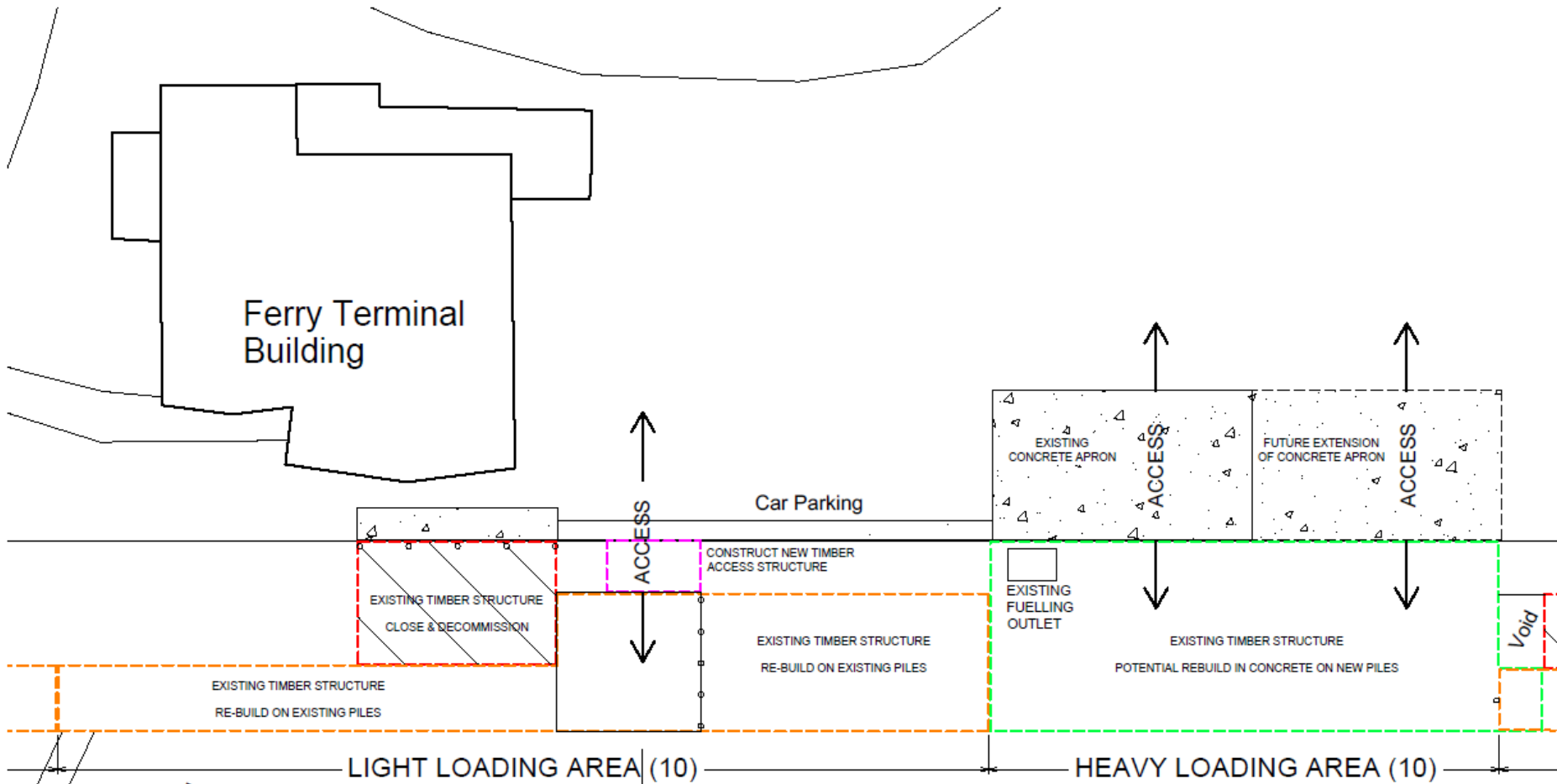
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Drawn: D Crozier
 Date: July 2023
 Checked: D Crozier
 Date: July 2023
 File Reference: 23-143

GIPPSLAND PORTS
 PORT WELSHPOOL MARGINAL WHARF
 MAINTENANCE AREA - PROPOSED UPGRADE & LAYOUT

Issued for: -
 Drawing No: 23-143_PUL-2
 Revision: B
 Sheet Size: A3
 Scale: 1 : 250



- KEY FEATURES**
1. RETENTION OF FERRY TERMINAL JETTY ACCESS
 2. RELOCATION OF WHARF ACCESS EAST OF FERRY TERMINAL BUILDING
 3. REDUCTION IN DECK AREA

- KEY FEATURES**
1. RETENTION OF CORE LOADING / UNLOADING AREA
 2. RETENTION OF FUELLING OUTLET
 3. FUTURE EXTENSION OF CONCRETE APRON

DATUM & CO-ORDINATE INFORMATION
 DATUM FOR HEIGHTS IS AUSTRALIAN HEIGHT DATUM (A.H.D.) - ALL HEIGHTS ARE IN METRES
 CO-ORDINATE SYSTEM IS MGA 94 - ZONE 55



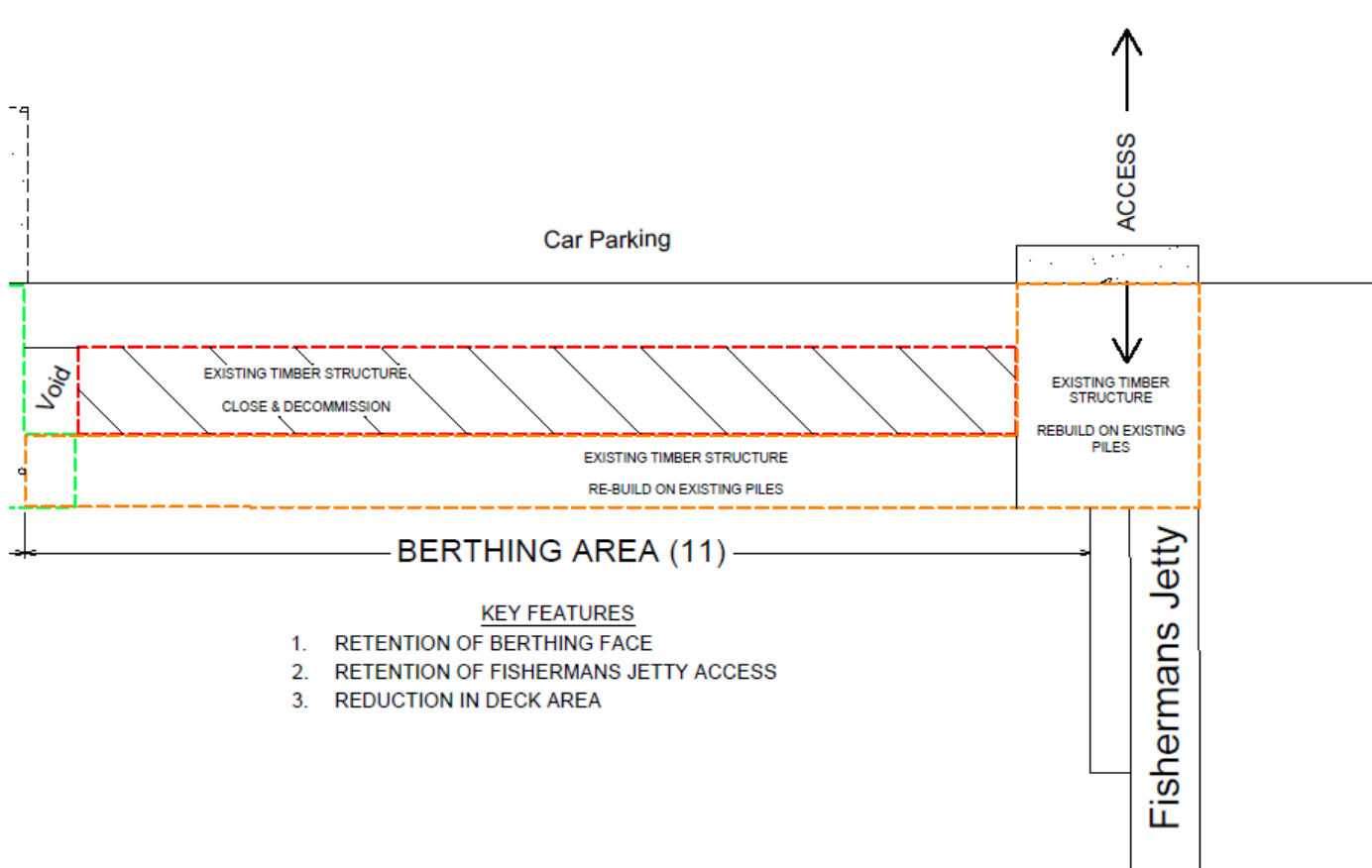
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 Checked: D Crozier
 Date: July 2023
 File Reference: 23-143

GIPPSLAND PORTS
 PORT WELSHPOOL MARGINAL WHARF
 LOADING AREAS - PROPOSED UPGRADE & LAYOUT

Issued for: -
Drawing No: 23-143_PUL-3
Revision: B
Sheet Size: A3
Scale: 1:250



KEY FEATURES

1. RETENTION OF BERTHING FACE
2. RETENTION OF FISHERMANS JETTY ACCESS
3. REDUCTION IN DECK AREA

DATUM & CO-ORDINATE INFORMATION
 DATUM FOR HEIGHTS IS AUSTRALIAN HEIGHT
 DATUM (A.H.D.) - ALL HEIGHTS ARE IN METRES
 CO-ORDINATE SYSTEM IS MGA 94 - ZONE 55



REVISIONS

NO.	DESCRIPTION	DATE



Drawn: D Crazier
 Date: July 2023
 Checked: D Crazier
 Date: July 2023
 File Reference: 23-143

GIPPSLAND PORTS
 PORT WELSHPOOL MARGINAL WHARF
 BERTHING AREA - PROPOSED UPGRADE & LAYOUT

Issued for: -
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