Mallacoota
Ocean Access Boat Ramp
FAQ

Prepared by East Gippsland Shire Council

This version has been annotated by Save Bastion Point Campaign. Please place your cursor above the yellow Post-It notes to see our comments.

How long has the boat ramp been an issue?
The boat ramp has been an issue for at least 20 years as a result of a temporary facility being established at Bastion Point due to concerns about the unreliability and hazardous nature of the Mallacoota Lake ocean entrance.

Why is the Shire responsible for the boat ramp project at Bastion Point?
Bastion Point beach is Crown Land, but the Shire is the appointed Committee of Management of the land and, in turn, the beach and boat ramp. The Shire is similarly Committee of Management of foreshore areas associated with townships throughout East Gippsland. As a result, the Shire was asked by the State Government to be the proponent of the Project.

Why is an upgraded facility needed?
The current arrangement consists of a concrete pad on the beach with no protection from wave movement or jetty structure to assist the safe launching and retrieval of boats.

What support is there for an upgraded safe facility at Bastion Point?
A 1999 referendum of Mallacoota residents revealed a 2:1 level of support for a substantial boat ramp structure with two break waters at the existing site (right).
Why then hasn’t this been proposed to be built?

The previous State Government required an Environmental Effects Statement (EES) process to be conducted to assess the project’s potential impact. In doing so, the Shire was required to investigate two other possible locations on the beach. The Shire has preferred what is known as site 3 (some 100 metres from the current site) because it would remove the conflict of boat launch and retrieval activities from the swimming and nursery surfing area; would protect the use of the beach for passive recreation; and would provide greater water depth for boat ramp operations.

Why is the Shire proposal known as 3B?

The original preferred option relied on access to site 3 via a road to be constructed through the heavily vegetated neighbouring escarpment. Through the EES Panel hearing process, an alternative road access along the beach was suggested by the Department of Sustainability and Environment to limit environmental impact and was subsequently endorsed by the Shire.

What was the outcome of the EES process?

The extensive process under the guidance of State Government was conducted by the Shire with financial support from both the State and Federal Governments of the time. The process involved exhibition of comprehensive expert documentation, receipt of public submissions and an independent panel assessing those submissions and proposal for recommendation to the relevant State Minister. The independent Panel rejected the Shire proposal and recommended a lower scale option be pursued.

Why wasn’t the Panel recommendation accepted?

The Minister for Planning at the time considered all relevant information and made his own investigations and assessment and decided to reject the Panel recommendations and support the Shire’s proposal primarily on safety grounds.

How much will the project cost to build?

Expert estimates for the cost of the project including design, construction, project management and other associated project related costs are $6.5M. The actual cost will be determined through a tendering process.

Who is paying for the construction of the project?

The Shire has committed $300K towards the project that has enabled a grant to be committed by the State Government of $6.2M towards the project.

What is the timeframe for tendering and construction?

Tenders closed 15 May 2013 and documentation is currently being prepared for consideration at the 2 July 2013 Council meeting. Construction is anticipated to be completed by February 2014.