

ATTACHMENT 1

NOTE: In accordance with a resolution moved by Cr Ben Buckley and seconded by Cr Jane Rowe (refer Folio 1724), Council considered this matter directly after Item No. 1.7.1.

5.3.2 MALLACOOTA OCEAN ACCESS BOAT RAMP - SUBMISSION OF PROJECT DOCUMENTATION FOR COASTAL MANAGEMENT ACT CONSENT

DEPARTMENT Development
AUTHORED BY Chris Waites, Director Projects
DOCUMENT NO. 3968427

1 OBJECTIVE

The purpose of this report is to provide Council with detailed information in regard to the Mallacoota Ocean Access Boat Ramp and to seek Council endorsement to submit the required documentation to the Minister for Environment and Climate Change to gain Coastal Management Act consent for the project.

2 BACKGROUND

East Gippsland Shire Council was the proponent for preparation of an Environmental Effects Statement (EES) for an Ocean Access Boat Ramp at Bastion Point Mallacoota. Upon completion of the EES the document was assessed by a Panel appointed by the Minister for Planning, Minister Justin Madden. The Panel completed its assessment of the EES in October 2008, providing a report of some 171 pages to the Minister for his consideration. In summary the Panel suggested a minor upgrade of the existing Ocean Access Boat Ramp at Bastion Point without the need to construct breakwaters.

In June 2009 Minister Madden, having considered the Panel Report and visited Bastion Point himself, provided his assessment. In summary the Minister supported a more significant Ocean Access Boat Ramp upgrade than that suggested by the Panel, to be located to the southeast of the current ramp at a location referred to as 'Option 3B'. The Minister's response states in-part as follows;

'It is my assessment that EGSC, DSE, MSV and Gippsland Ports determine the specific construction design and associated operational, safety and management arrangements for a new ramp to be constructed generally along the lines of Option 3B.'

Having considered the Panel Report and the Minister's Assessment, Council resolved at the Ordinary Council Meeting of 7 July 2009 (Item 4.1) to proceed with the design of the facility. The resolution is provided below.

'That Council notes the Planning Minister's findings and recommendations in relation to the proposed Ocean Access Boat Ramp, Bastion Point, Mallacoota and establishes a Community Advisory Committee as detailed in its decision of 23 August 2005 to assist Council in working with Department of Sustainability and Environment, Marine Safety Victoria and Gippsland Ports to develop the specific construction

design as highlighted in the Minister's Assessment, subject to receiving Government financial assistance to undertake the design work, and that such committee provide safety and economic analysis of such construction designs as at the current date and that such designs and reports be brought forward to Council for final assessment prior to submission to the Minister for Environment and Climate Change to seek Coastal Management Act consent.'

The Terms of Reference for the Mallacoota Ocean Access Boat Ramp Community Advisory Committee (MOABRCAC) was developed and presented to Council for endorsement. At the Ordinary Council Meeting of 4 August 2009 (Item 6.3.2) Council resolved as follows;

'That Council:

- 1. endorses the Terms of Reference for the Mallacoota Ocean Access Boat Ramp Community Advisory Committee as set out at Appendix 1; and*
- 2. Requests the Mallacoota Ocean Access Committee Inc., the Friends of Mallacoota Inc., the Mallacoota and District Business and Tourism Association Inc. and Save Bastion Point Mallacoota to each nominate one (1) representative for appointment to the Mallacoota Ocean Access Boat Ramp Community Advisory Committee.'*

The representation on this Committee provided opportunity for both supporters and opposers of the proposed boat ramp to have equal ability to provide comments and inform the design process. The Committee also included representation from relevant government agencies that had a stake or interest in the project.

Council Officers undertook the necessary tender process to enable Council to award the design of the boat ramp, jetty, access road, carpark area and pedestrian boardwalk. The awarding of the design contract occurred at the Special Council Meeting of 15 December 2009 (Item 2.1). Bairnsdale based engineering and environmental consultants Crossco Pty Ltd was awarded the design contract. Crossco's design team included sub-consultants with extensive experience in marine projects.

3 CURRENT STATUS AND/OR ISSUES

Subsequent to the 15 December 2009 Council decision, the design team in consultation with MOABRCAC and all relevant government agencies has completed those elements requested by Council, specifically the Detailed Design, Safety Audit and an Economic analysis.

In addition there are various other requirements that have been undertaken in parallel with the design to complete the 'package' of documents necessary to obtain Coastal Management Act Consent. Progress on these items is noted below.

Detailed Design - Detailed design (Refer **Appendix 1**) has been completed. In accordance with the MOABRCAC Terms of Reference, the committee met at strategic milestones during the design process to discuss the information presented and to provide feedback which then informed the design. MOABRCAC met on four occasions being December 2009, March 2010, May 2010 and July 2010.

A key consideration during the design process was to ensure safety concerns that had been raised during the EES process were acknowledged. These concerns were considered and documented in the Safety Audit which was developed by the Maritime College of Australia at the request of Marine Safety Victoria (MSV). This document was completed on 3 May 2010 (Refer **Attachment 1**) and recommendations within Section 14

of that report that were of a design nature were incorporated into the design. The Safety Audit is addressed in greater detail below.

Economic Analysis – ‘Buchan Consulting Group’ were engaged to produce an economic analysis of the proposal, taking into account both the capital cost to construct the facility and the ongoing operational costs (Refer **Attachment 2**). Buchan considered earlier information produced by Pryor Knowledge Pty Ltd in the EES. They also undertook their own assessment of the economic impact that the ramp would have to the Mallacoota area.

The capital cost of the facility of \$5.25M also allows for design and project management costs and is consistent with the construction estimate provided by Crossco which includes the purchase of a small trailerable dredge of a type suggested by the design consultants. The annual operating costs are based on information provided to the design team by Gippsland Ports and include dredging, kelp removal, monitoring, routine maintenance of elements such as the jetty, ramp, breakwater, signage etc (excl. the carpark area) and an inspection regime to meet the requirements of the safety audit.

The report details a clear benefit to the Mallacoota region due primarily to the increased usage and usability of the facility by recreational boat users. By amortising the construction cost over a 20 year period, and with the inclusion of operating costs the Benefit Cost Ratio (BCR) has been calculated to be 6.4.

Safety Audit – As noted above a Safety Audit was produced by the Maritime College of Australia and is based upon an Ocean Access Boat Ramp at Bastion Point at location 3B (the site nominated in the Minister’s Assessment). The audit assessed potential risks of operating such a facility at the site and nominated a list of recommended actions to minimise these risks. It is important to note that it is not possible to eliminate all of the risks identified as some are inherent risks associated with offshore boating. However it is possible through design modifications and operating procedures to minimise risks where possible. The timing of completion of the audit enabled design modifications to be incorporated. A document summarising mitigation measures taken to address the audit recommendations is provided as **Attachment 3**.

With regard to minimising operational risks, an Operational Management Plan has been completed. This document addresses the audit recommendations and is provided as **Attachment 4**.

Vegetation Removal – An application for vegetation removal was submitted to the Minister for Planning, as part of the EES. In response a draft Vegetation Removal Permit was granted. Minister Madden requested in his assessment of June 2009 that an amended application be submitted for his consideration. This amended application, which reflects the vegetation to be removed based on the recently completed detailed design, has been submitted to the Minister for decision. It is relevant to note that the revised access road location has resulted in a significant reduction in the amount of vegetation to be removed. A revised permit is likely to require vegetation offsets to be confirmed prior to construction being allowed to commence. Council Officers have investigated potential offset options and it would appear likely that a solution will be available in close proximity to the site, thereby satisfying the requirement for ‘like-for-like’ protection.

Cultural Heritage Assessment – To obtain *Coastal Management Act* 1995 Consent it will be necessary to complete a Cultural Heritage Management Plan (CHMP). The majority of the required cultural heritage investigations were completed as part of the EES however cultural heritage legislation changes and alterations to the excavation foot-print since completion of the EES require a CHMP to be prepared. Vincent Clark & Associates has been commissioned to do this work which is programmed to be completed by the end of

August 2009. The CHMP for Bastion Point, as for other projects undertaken by Council, does not require Council endorsement but is assessed by Aboriginal Affairs Victoria as part of the referral process.

Coastal Hazard Vulnerability Assessment (CHVA) – At the most recent MOABRCAC meeting the Department of Sustainability and Environment (DSE) suggested that it would be prudent to prepare a CHVA for the project. These documents are most relevant for residential type developments where there are human safety risks associated with sea-level rise and storm surge events. Nevertheless a CHVA has been completed. In summary the document comments on the potential need to increase the height of the access road and breakwater in the long term should sea levels rise. It is relevant to note that physical scale modelling of storm events has shown that although significantly over-topped, the breakwater will withstand the expected increase in storm surge and intensity of wave activity in the Year 2100 with only limited damage. It is noted in the CHVA that this damage would not compromise the ability to use the ramp.

Councillors were previously provided with copies of and briefed on the detailed design, Safety Audit Report, Economic Analysis and the Coastal Hazard Vulnerability Assessment.

Consistent with the Minister for Planning's directions, Council Officers have met with representatives from the Department of Transport (DOT), Department of Sustainability and Environment (DSE), Department of Planning and Community Development (DPCD), Gippsland Ports and representatives from the Department of Innovation Industry and Resources (DIIRD) on a number of occasions in regard to the project.

4 IMPLICATIONS

Financial

The financial implications of construction an Ocean Access Boat Ramp at Bastion Point are two-fold. Firstly, there is the issue of the initial capital cost to construct the infrastructure and secondly, the ongoing operating costs.

Council has accepted being proponent for the project on the understanding that it would obtain significant external funds to build the facility should *Coastal Management Act* Consent for construction be obtained. The only component of the works that Council has suggested it would contribute to is the construction of the upgraded carpark. Council has in the past suggested that its expected contribution would not exceed \$300K for this element of the project. The total project cost excluding design costs but including project management is approximately \$5M.

Council Officers are currently preparing two Grant Applications on this basis. The first is under the Marine Safety Victoria (MSV) 'Boating Safety Program' and that application is to be submitted prior to the closing date in mid August 2010. The total funding pool under this program is approximately \$3M state-wide. An application for \$500K has been lodged. The second application seeking the majority of the required funds has been lodged under the Regional Infrastructure Development Fund.

The operating cost for the boat ramp and associated infrastructure has been estimated by the Gippsland Port Authority to be approximately \$225K per year. It is relevant to note that even with the limited facility that currently exists at Bastion Point, Council spent approximately \$118K in the 2009/2010 financial year to remove sand and maintain the existing ramp. The 'Buchan' report suggests that it would be possible to recover approximately half of this ongoing cost by charging a fee to commercial users. This would appear reasonable considering the significant cost that these users are currently incurring

due to shortened life of launching vehicles due to unavoidable and direct contact with salt water. Should the operator wish, it may determine to levy recreational boat users on a 'fee per launch' basis to recover the remainder of the operating costs.

It would be anticipated that any operating arrangement would need to include EGSC and Gippsland Ports (GP) given that there are certain on-water activities that attract operating costs (mainly on a monitoring and minor maintenance basis), eg navigation aids that EGSC do not regulate. It is likely that operational costs will therefore be shared to some extent.

Amenity/Environment

The proposed Mallacoota Ocean Access Boat Ramp is located in an environmentally sensitive and relatively unspoilt section of the Victorian coast-line. The project proposal has undergone an extensive Environmental Effects assessment over a period of years that resulted in the Minister for Planning issuing directions on how the project may proceed. The design of the facility has been undertaken in such a way as to minimise the footprint of the works thereby reducing the area of vegetation to be removed. This was achieved most significantly by creating the access road to the ramp along the beach rather than the initial proposal to run along the headland and excavate to a depth in excess of four metres through the escarpment. The beach access also avoids one of the key areas of cultural significance which lies along the headland. Unfortunately the beach access road is also visually intrusive in this natural environment however it is considered a more sympathetic solution than extensive disturbance to the headland.

During the design process, Council engaged the services of a landscape consultant who has provided guidance in regard to soft landscape elements eg planting of roadside areas with appropriate native species. Advice was also provided with respect to a nautical theme being incorporated by way of timber bollards linked with robust marine type rope.

One of the key reasons for considering an upgraded boat ramp at Bastion Point is to ensure improved amenity for offshore boating. For the recreational boater the existing facility is unusable in most conditions. Not only is it often too difficult to safely launch or retrieve boats, there is also a significant risk of damaging both the launching vehicle and the vessel itself. The upgraded facility will allow access to the ocean on more days of the year and provide a more reliable and protected ramp upon return. In this regard the benefit to both recreational and commercial users cannot be denied.

Human Resources

To date Council has expended significant internal resources to progress this project. Should Council resolve to take the next step, proceed successfully through the *Coastal Management Act* Consent process and attract funding to construct the facility, it will likely be involved in certain aspects of the ongoing operation of the facility. It would be possible to use existing Council staff in Mallacoota to undertake the periodic inspection and minor maintenance functions however external assistance will be required to undertake dredging and kelp removal.

Legislative

The detailed design for the project has been developed in accordance with the directions issued by the Minister for Planning that resulted from the completion of the Environmental Effects Statement process for the project. Construction of this facility requires *Coastal Management Act* Consent through the Minister for Environment and Climate Change.

Planning Scheme and Strategies

As proponent for this project the only requirement of the East Gippsland Planning Scheme is to obtain a Planning Permit for the removal of native vegetation. As detailed earlier in this report, an amended Vegetation Removal Permit application has recently been submitted for consideration of the Minister for Planning.

5 CONSULTATION WITH STAKEHOLDERS

The proposal to provide an upgraded ocean access boat ramp at Bastion point has been considered for in excess of twenty years. Over this time there has been extensive consultation with the Mallacoota community including a plebiscite to gauge support for the project. The plebiscite resulted in a significant majority vote supporting an upgraded facility with a breakwater. An Environmental Effects Statement process was conducted for the project. A community consultative committee was used to provide input into the detailed design process. Key government stakeholder agencies have been extensively involved in discussions about the project in line with the directions of the Minister for Planning.

6 CONCLUSIONS

Following Council's decision of 7 July 2009 to proceed with design of an upgraded ocean access boat ramp at Bastion Point, Mallacoota, a design tender was let at the Special Council meeting of 15 December 2009. The design team, in consultation with the Mallacoota Ocean Access Boat Ramp Community Advisory Committee, has subsequently completed the detailed design process. This work has been undertaken with full regard to the Safety Audit recommendations provided by Marine Safety Victoria in conjunction with the Maritime College of Australia.

The completed design documents, in conjunction with associated reports, places Council in a position to be able to submit the project to the Minister for Environment and Climate Change to seek *Coastal Management Act* Consent for construction of the facility.

7 APPENDICES

- 1 Detailed Design Drawings – Crossco Consulting Pty Ltd.

8 ATTACHMENTS

- 1 Safety Audit - Marine Safety Victoria/Maritime College of Australia.
- 2 Economic Analysis – Buchan Consulting Group.
- 3 Summary of risk mitigation actions – Crossco Consulting Pty Ltd.
- 4 Operational Management Plan – Crossco Consulting Pty Ltd.

RECOMMENDATION

That Council authorises Officers to submit the Detailed Design of the Mallacoota Ocean Access Boat Ramp and associated car/trailer parking as provided at Appendix 1, and supporting documentation, to the Minister for Environment and Climate Change to seek Coastal Management Act Consent and to construct the facility upon receipt of such consent and sufficient external funding for the project.

Oral submissions were received from:

Melinda Beacham, Mallacoota
June Drake, Mallacoota
David Eagleson, Buchan
Vaughan Edgar, Mallacoota
Tim Frazer, Mallacoota
Russell Freeman, Mallacoota
Christine Grange, St Kilda
Ian Harrison, East Gippsland Regional Business and Tourism Association, Metung
Ian Lewis, Mallacoota
Patsy Lisle, Mallacoota
Bruce Pascoe, Mallacoota Surf & Rescue and Mallacoota State Emergency
Bruce Pascoe, Gipsy Point
Jenny Mason, Mallacoota
Christopher Parker
Michael Perry, Mallacoota
Geoff Sharpe on behalf of Leo Op den Brouw, Mallacoota
James Thyer, Save Bastion Point Campaign Group in Melbourne
Linette Treasure, Buchan
Gib Wettenhall on behalf of David Huxtable

Cr Jane Rowe / Cr Peter Neal

***THAT THE RECOMMENDATION BE ADOPTED.
CARRIED 03/08/2010***

For *Crs Ben Buckley, Michael Freshwater, Peter Neal, Marianne Pelz and Jane Rowe*

Against *Crs Trudy Anderson, Richard Ellis and William Gamble*

Hyder Report

Department of Transport – Boat Ramp , Bastion Point Mallacoota Final Report
16 December 2011

Refer Separate Attachment



Figure 4.3: Option 1 Ramp Layout



Figure 5.2: Surfing areas in relation to boat ramp options



Bastion Point – Consideration of Options March 2012 – Summary of submissions

Background

The Department of Transport (DOT) and the Department of Sustainability and Environment (DSE) conducted a series of information sessions in Mallacoota on the 1 March 2012, and an additional session in Melbourne on March 7 2012. Submissions were invited. This report summarises the views expressed in those submissions.

Number and type of submissions

There were a total of 293 submissions. Thirty-nine of those submissions were either requesting additional information, or were a duplicate copy (sent by both post and email, or a follow up email). These submissions were discounted. The remaining 254 submissions are the basis of this summary report.

Attachment 1 shows a summary of the submissions in tabulated form. It can be seen that 18 of the submissions were from groups and organisations, with the names of those groups noted. The remaining 236 were from individuals, or families. Some of those had what would be considered expertise and/or local knowledge. That has also been noted.

153 submissions were local, 71 were from elsewhere, while 30 did not provide that information.

Preferences expressed by submitters

The preferences were collated as follows:

- Support Option H2
- Support Option 3b
- Prefer Option H2 to 3b but would prefer a smaller or no breakwater
- Prefer minimal upgrade (Alternate Option) or no development
- Not stated

In some submissions, the preference was not explicitly stated, but it was clear from the accompanying comments. Those have been noted with an "A". As a percentage of each stated preference these accounted for between 10 and 19%, so could be regarded as reasonably evenly distributed. For those listed as 'not stated', no assumption or inference could be drawn.



The numbers in each category are:

OPTION	NO.	%
Support Option 3b	30	11.8
Support Option H2	27	10.6
Prefer Option H2 to 3b but would prefer a smaller or no breakwater	72	28.4
Prefer minimal upgrade (Alternate Option) or no development	113	44.5
Not stated	12	4.7

Concerns/comments raised by submitters

Most but not all submissions contained comments on some aspect or aspects of the different options. There was a range in the level of detail – some several pages, some a single sentence. These were collated as follows:

- Breakwater at H2
 - Mainly discussing size (too big) but some discussing materials to be used (less intrusive)
- Safety/design issues
 - Mainly discussing safety of access, with the two views that the breakwater decreases safety because it invites the less experienced boaters to launch and it obstructs views, and that the breakwater increases safety because it provides shelter.
 - Many submissions questioned why a 90% useability was the design criteria.
 - A few submissions on the location of the jetty.
- Swimmer/surfer issues
 - Some submissions discussing the relative merits of each option on both the enjoyment and safety of these two groups
- Carpark and access
 - No submissions discussed access.
 - Most submissions thought the reduced carpark footprint was an improvement
 - Some submissions though that the 3b footprint should be retained
- Sand management/dredging/ongoing costs
 - Several submissions queried whether H2 wouldn't be worse not better than 3b for sand management
 - A good many submissions queried the ongoing sand management costs, and whether users or ratepayers should pay for that
 - Many submissions commented negatively on the impact of regular dredging



- Environmental, including visual, cultural heritage
 - Visual amenity at was the most frequently mentioned aspect that submitters were concerned about, with many querying why it had such a low rating in the multicriteria analysis
 - Many of the submissions, regardless of preferred option, expressed concern about environmental impact
- Consultation
 - Some expressed concern at the small period of time allowed for submissions
 - Many expressed appreciation that the consultation process had proceeded
 - A few assumed that it was 'a done deal' and consultation meaningless
- Other

Of all these issues, the level of concern can be demonstrated by the number of submissions that raised the issue as detailed below:

ISSUE	NO. OF TIMES RAISED
Breakwater	102
Safety/design issues	85
Swimmers/surfers	35
Carpark/access	22
Sand management/dredging/associated costs	43
Environmental impact	96
Consultation	24
Other	

Conclusion

On the basis of the submissions received, the following conclusions can be made:

- the Bastion Point Boat ramp continues to be of great interest to a wide range of people and groups;
- the vast majority (88.2%) would prefer to see a smaller development than Option 3b;
- neither Option 3b or H2 is widely supported;
- the significant majority (72.9%) would prefer to see a ramp with a small/no breakwater; and
- the main issues of concern are the size of the breakwater, environmental impacts and safety/usability.

**Summary of Feedback to Bastion Point
March 2012**

Feedback		Position						Issue raised/comment									
Submission No.	Email Postal Address	Support H2	Support 3b	Prefer H2 to 3b but would prefer smaller/no breakwater	Prefer Alternate option(minimal upgrade) or no development	Requesting additional information	Not stated	Local (L)/Other(O)	Expertise/Interest	Breakwater (size & scale)	Safety/usability (design, % usability)	Swimmers & surfers/issues	Car park/access	Sand management/dredging	Environment, Inc views & cultural heritage	Consultation	Other
3								L	Commercial fisher								
12								?									
23								L									
29								L	Commercial boater, SES, SLC								
30								O									
31								O									
34								O									
35								L	Mellacotta Marine Rescue Group								
36								O									
37								O									
38								L									
39								O									
40								L									
41								L									
42				A				L									
43								O									
44								L	C Fisher								
45								?									
46								L									
47								L									
48								?									
49			A					L	C Fisher								
51								?									
52								O									
53								L									
54								O									
55					A			O									
56		A						?									
57								L	Different site								
58								L									
59								?									
60								L									
61								L									
62								L									
63					A			O	Aust, Institute of Landscape Arch								
64				A				L									
65								?									
66								O									
67								L									
68								O									
69								O									
70								O									

**Summary of Feedback to Bastion Point
March 2012**

Feedback		Position						Issue raised/comment									
Submission No.	Email/Postal Address	Support H2	Support 3b	Prefer H2 to 3b but would prefer smaller/no breakwater	Prefer Alternate option (minimal upgrade) or no development	Requesting additional information	Not stated	Local (L)/Other (O)	Expertise/Interest	Breakwater (size & scale)	Safety/usability (design, % usability)	Swimmers & surfer's issues	Car park/access	Sand management/dredging	Environment, Inc views & cultural heritage	Consultation	Other
3								L	Commercial fisher								
12								?									
23								L									
29								L	Commercial boater, SES, SLC								
30								O									
31								O									
34								O									
35								L	Mallacotta Marine Rescue Group								
36								O									
37								O									
38								L									
39								O									
40								L									
41								L									
42				A				L									
43								O									
44								L	C Fisher								
45								?									
46								L									
47								L									
48								?									
49			A					L	C Fisher								
51								?									
52								O									
53								L									
54								O									
55					A			O									
56		A						?									
57								L	Different site								
58								L									
59								?									
60								L									
61								L									
62								L									
63					A			O	Aust, Institute of Landscape Arch								
64				A				L									
65								?									
66								O									
67								L									
68								O									
69								O									
70								O									

**Summary of Feedback to Bastion Point
March 2012**

Feedback		Position						Issue raised/comment									
Submission No.	Email/Postal Address	Support H2	Support 3b	Prefer H2 to 3b but would prefer smaller/no breakwater	Prefer Alternate option (minimal upgrade) or no development	Requesting additional information	Not stated	Local (L)/Other (O)	Expertise/Interest	Breakwater (size & scale)	Safety/usability (design, % usability)	Swimmers & surfer's issues	Car park/access	Sand management/dredging	Environment, Inc views & cultural heritage	Consultation	Other
71								L									
72					A			L									
73								L									
74								L									
75								L									
76								O									
77				A				?									
78								O									
79								O									
80					A			O									
81								O									
82								L	C Fisher								
83								L									
84								L	C Fisher								
85								L									
86								L									
87								L	MADBATA, MOAC and AFCOL ₁								
88					A			O									
89								L									
90								?									
91								L									
92								O									
93								L									
94								L									
95								?									
96								O									
97					A			O									
98								O									
99								L									
100								L									
101								L									
102					A			L									
103								O									
104				A				L									
105								L									
106								L									
107								L									
108								L									
109								L									
110								L									
111								L									
112					A			L									

**Summary of Feedback to Bastion Point
March 2012**

Feedback		Position						Issue raised/comment									
Submission No.	Email Postal Address	Support H2	Support 3b	Prefer H2 to 3b but would prefer smaller/no breakwater	Prefer Alternate option(minimal upgrade) or no development	Requesting additional information	Not stated	Local (L)/Other(O)	Expertise/Interest	Breakwater (size & scale)	Safety/usability (design, % usability)	swimmers & surfers issues	Car park/access	Sand management/dredging	Environment, Inc views & cultural heritage	Consultation	Other
113		A						L									
114								L									
115				A				L									
116								L									
117								L									
118								L									
119					A			L									
121								L									
122								L									
123								L									
124								L	C Fisher								
125								L									
126								L									
127								L									
128					A			L									
129								L									
130								L									
131				A				L									
132								L									
133								L									
134				A				L									
135								L									
136								L									
137								L									
138								L									
139								L									
140								L									
141								L									
143								L									
144					A			L									
145				A				L									
146								L									
147								L									
148								L									
149								L									
150								L									
151								L									
152								L									
153								L									
154								L	C Fisher								
155				A				L									
156								L									

Summary of Feedback to Bastion Point
March 2012

Feedback		Position							Issue raised/comment									
Submission No.	Email Postal Address	Support H2	Support 3b	Prefer H2 to 3b but would prefer smaller/no breakwater	Prefer Alternate option(minimal upgrade) or no development	Requesting additional information	Not stated	Local (L)/Other(O)	Expertise/Interest	Breakwater (size & scale)	Safety/usability (design, % usability)	swimmers & surfers/issues	Car park/access	Sand management/dredging	Environment, Inc views & cultural heritage	Consultation	Other	
157								L										
158								L										
159								L										
160								L										
161				A				L										
162								L	MADBATA									
163								L										
164								L										
165								O										
166								O										
167								L	SES									
168								L										
169								?										
170								?										
171								O	Retired Harbour Master									
172								O										
173								O										
174								L										
175				A				?										
176								?										
179								O	VNPA & ACF									
180								L										
181								L										
182								L										
183								L										
184								L										
185								O										
186								L	FOM									
187	A							L										
188								L										
189								O										
190								?										
191								O										
192								?										
193								L										
194								L										
195								L										
196								O										
197					A			O										
198								L	C Fisher									
199								O	VR Fish									
200								L										

**Summary of Feedback to Bastion Point
March 2012**

Feedback		Position						Issue raised/comment									
Submission No.	Email/Postal Address	Support H2	Support 3b	Prefer H2 to 3b but would prefer smaller/no breakwater	Prefer Alternate option (minimal upgrade) or no development	Requesting additional information	Not stated	Local (L)/Other (O)	Expertise/Interest	Breakwater (size & scale)	Safety/usability (design, % usability)	swimmers & surfers issues	Car park/access	Sand management/dredging	Environment, Inc views & cultural heritage	Consultation	Other
201								L									
202								L									
203								O									
204								O									
205								L									
206								L									
207								O	Australian Coastal Society								
208								L	Local surfer								
209								L									
210								L	Tourism operator								
211								?									
213								L	SLSC								
214								L	Coastal processes and environmental								
215								O									
216								O									
217								O									
218								L									
219								L	School teacher								
220								L									
221								O									
222								?									
223								O	Former local school teacher								
224								L									
225								O									
226								L									
227								L	Coastcare								
228								L									
229					A			O									
230								L	Surfer								
231								L									
232								L									
233								O									
234								O									
235								O									
236								?									
237								?									
238								O									
239								L	SBP								
240								O	SPB (Melb)								
241								O									
242								L									
243								O									

Summary of Feedback to Bastion Point
March 2012

Submission No.	Position							Local (L)/Other (O)	Expertise/Interest	Issue raised/comment									
	Email Postal Address	Support H2	Support 3b	Prefer H2 to 3b but would prefer smaller/no breakwater	Prefer Alternate option (minimal upgrade) or no development	Requesting additional information	Not stated			Breakwater (size & scale)	Safety/usability (design, % usability)	swimmers & surfers/issues	Car park/access	Sand management/dredging	Environment, Inc views & cultural heritage	Consultation	Other		
244								O											
245								O											
246								O	Surf Riders Assoc										
247								O											
249								?											
250								L											
251								O											
252								?											
253								O											
254								?											
255								L											
256				A				O											
257								L											
258					A			?											
259								O											
260	A							O											
261					A			?											
262								L											
264								O											
265								O											
266								O											
267								L											
268								O											
269								L											
271								L											
272								L											
273								L											
274								L											
275								L											
276								L											
277								L											
278								O											
279								?											
280								?											
281								L											
282				A				L											
284				A				?	Infrastructure Project Manager										
285								?											
286								L											
287					A			O	BIAV										
288								L											
291					A			?											

**Summary of Feedback to Bastion Point
March 2012**

Feedback		Position							Issue raised/comment									
Submission No.	Email/ Postal Address	Support H2	Support 3b	Prefer H2 to 3b but would prefer smaller/no breakwater	Prefer Alternate option(minimal upgrade) or no development	Requesting additional information	Not stated	Local (L)/Other (O)	Expertise/Interest	Breakwater (size & scale)	Safety/usability (design, % usability)	swimmers & surfers issues	Car park/access	Sand management/ dredging	Environment, Inc views & cultural heritage	Consultation	Other	
292								L										
293								O										
	TOTAL	27	30	72	113		12											
	% of TOTAL	10.6	11.8	28.4	44.5		4.7											
REQUESTED ADDITIONAL INFORMATION -NOT STATING AN OPINION																		
1																		
2																		
4																		
5																		
6																		
7																		
8																		
9																		
10																		
11																		
13																		
14																		
15																		
16																		
17																		
18																		
19																		
20																		
21																		
22																		
24																		
25																		
26																		
27																		
28																		
32																		
50																		
283																		
289																		
DUPLICATE SUBMISSION (MORE THAN ONE FROM SAME SUBMITTOR)																		
33								?										
120				A				L										
176																		
177								?										
142								LL										
212								O										
248																		
263																		
270																		
290																		