Save Bastion Point

Part 2: 2011 to mid 2012

Please see Part 1 for period covering Inquiry Panel findings and Brumby Government period

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Following the election of the Baillieu government, the government established a review of the project managed by the an inter-department project team.

Hyder Consulting Pty Ltd was contracted in May 2011 to compare the SBPC Alternative Concept sited at the current boat ramp site, with the East Gippsland Council’s large scale Option 3b. Hyder developed the SBPC’s preferred design further and called it the ‘Alternate Option’.

This option, in red line above, can be seen to lower the footprint of the Option 3b development by about half, with little or no adverse effects to surfing, visual amenity and aboriginal cultural heritage sites.
Hyder Review Findings

Hyder used a Multi Criteria Analysis (MCA) weighted heavily on safety issues. Unfortunately, Hyder used the Australian Standard for Marinas to evaluate the ‘usability’—when the EES Inquiry Panel found this standard did not apply well to ocean boat ramps, and was only a guideline.

Thus, the SBPC Alternative Concept was found to have a slightly lower score (2.35) than Option 3b (2.44), and Hyder began investigating siting breakwaters at the current site to improve the usability level.

All of the breakwaters shown above achieve this, and the blue ‘Breakwater Option 2’ above became known as Alternate H2.
In addition to a breakwall, Alternate H2 has a changed orientation for the ramp, and the jetty has been moved to the other side of the ramp. Despite the issues with the jetty and the presence of a breakwater, the overall footprint is much smaller than Option 3b and less environmentally destructive. Alternate H2 achieved the MCA score of 2.52, better than the Option 3b score of 2.44. We have termed this design ‘small H2’.
Alternate H2 becomes bigger

After the project team consulted East Gippsland Shire Council, the size of the breakwater ‘Alternate H2’ was doubled to approximately that of Option 3b.

This was postulated as being necessary to accommodate a mass return of boats in the event of a sudden weather change.

We have termed this design ‘large H2’. Hyder did not do an MCA rating for this design.
The findings of the review were presented at public consultations in Mallacoota and Melbourne, with the public having just two weeks to write submissions.

Of the 242 respondents supporting an option for Bastion Point, there was little support for either the Council’s preferred Option 3b, or the Large H2.

Almost half the respondents, including Victoria’s peak boating body, the Boating Industry Association of Victoria, preferred a low impact option with no breakwall (column 4).

Overall, 76.4% preferred an option with a small or no breakwater (sum of columns 3 and 4).
East Gippsland Council Votes

On 3 April 2012, East Gippsland Shire Councillors voted to request that the State Government work to finalise the design of the State Government’s preferred option and seek broad community support for that option, rather than to proceed immediately with application for Coastal Management Act consent for Option 3b.

We are waiting for direction on how this is to proceed. The future of Bastion Point very much hangs in the balance.

Nineteen regional, state, national and international organisations add their voice for a positive low impact option in a declaration to East Gippsland Shire Council.

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