

Environment Effects Act 1978

**ASSESSMENT GUIDELINES
ENVIRONMENT EFFECTS STATEMENT (EES)**

**FOR THE
BASTION POINT OCEAN ACCESS BOAT RAMP
MALLACOOTA**

EAST GIPPSLAND SHIRE COUNCIL

DECEMBER 2004



Further Information

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Foreword

The Bastion Point Ocean Access Boat Ramp and associated infrastructure proposal is located approximately 1.5 kilometres South of the Township of Mallacoota. This proposal seeks to provide improved ocean access and ancillary facilities for recreational and commercial boat users.

The proposal requires assessment under the *Environment Effects Act 1978*, including preparation of an Environment Effects Statement, (EES).

These Assessment Guidelines set out the requirements for the EES to be prepared by the East Gippsland Shire Council as the proponent. The Department of Sustainability and Environment (DSE) Planning, Land Services and Environmental Regulation Division is responsible for managing the EES process.

DSE would like to thank all the individuals, agencies and organisations that provided comments on the Draft Assessment Guidelines.

This stage does not mark the end of the public input into the EES process. The main opportunity will arise when the EES is exhibited and an independent Panel Inquiry is held – organisations and members of the public may make written and verbal submissions. In addition, The East Gippsland Shire Council will be consulting with the community and stakeholders during its EES investigations.

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1 Introduction

1.1 Background

The Bastion Point Ocean Access Boat Ramp is located 1.5 kilometres South East of the Township of Mallacoota. A concrete boat ramp was constructed at Bastion Point by the then Shire of Orbost in the 1960's. Movement of sand over and around the ramp has made this structure ineffective with many boats now being launched with agricultural tractors that have been modified to launch the commercial abalone fishing boats from Bastion Point.

Various options for siting a new ocean access boat ramp within the Mallacoota area have been mooted and examined over the years, (*refer figure 2*). East Gippsland Shire Council is now investigating the feasibility of a revised proposal for an ocean access boat ramp. While such a facility would not be useable in all weather conditions, Council expects that it would be safer and more reliable than either the existing ramp or the natural entrance to Mallacoota Inlet.

Council proposes to investigate at least three site options for the proposed boat ramp and associated facilities to provide improved public boating and ocean access.

The then Minister for Planning determined on 17 August 2000 that this proposal requires assessment under the *Environment Effects Act 1978*. Consequently, Council, as the proponent, is to prepare an Environment Effects Statement (EES) for public review.

These Assessment Guidelines identify the matters to be addressed by East Gippsland Shire Council in their EES studies. The guidelines have been prepared by DSE in consultation with government agencies and through public submissions received to the Draft EES Guidelines.

It should be noted that Council intends to first undertake the coastal process component of the required EES studies, since this aspect is critical to the feasibility of the project.

1.2 Overview of the EES Process

The key steps in an EES process are typically:

- Draft Assessment Guidelines are prepared by DSE and advertised for public comment for four weeks;
- Assessment Guidelines are finalised by DSE;
- Draft EES is prepared by the proponent and its consultants;
- EES is reviewed and endorsed as adequate for exhibition by DSE;
- EES is publicly exhibited for public comment;
- The Minister for Planning may appoint an independent Panel to review the EES and consider submissions, including conducting a public hearing to receive further input from submitters;
- If a panel is appointed, its report is provided to the Minister for Planning; and
- The Minister for Planning prepares an Assessment on the proposals' environmental effects to be considered by relevant decision-makers.

2 Project Information

2.1 Project Site

The Bastion Point Boat Ramp is located approximately 1.5 km south east of the Township of Mallacoota. The Township of Mallacoota is effectively an enclave within a larger area of Crown Land that retains high quality coverage of native vegetation. The Croajingalong National Park broadly surrounds Mallacoota and was listed as UNESCO Biosphere Reserve in 1977. The Cape Howe Marine Park lies to the East of Gabo Island, which is clearly visible from Bastion Point.

The Bastion Point ramp, together with the natural entrance to Mallacoota Inlet, is the only ocean access boat launching facility between Cape Conran, on the Victorian coast just east of Orbost, and the port of Eden in New South Wales – a distance of approximately 150 kilometres.

The natural entrance to Mallacoota Inlet, located north of Bastion Point, is generally shallow and moves over time. Ocean access from the lake is mostly unsuitable for use by boat operators without local knowledge and considerable skill. The bar at the entrance makes it dangerous during rough weather. During the late 1990s, the entrance closed on several occasions, requiring all ocean access to take place from the Bastion Point ramp.

The Shire proposes to investigate alternative sites for boat launching facilities at Bastion Point to provide:

- all-tide boat launching facilities, adequately protected from wave action and sediment accumulation, to maximise safe and efficient launching and retrieval
- boarding facilities to enable safe loading and unloading of water craft
- adequate parking and access – for both vehicles and trailers – to cater for anticipated usage of the facility
- appropriate ancillary facilities – such as boat washing, fish cleaning, toilets – as may be required.

Environmental Setting and Issues

2.1.1 Land use and zoning

The proposed development site is located on Crown land, Crown Allotment 1K, temporarily reserved as a site for Public Purposes under the general reservation to Bass Strait and the Southern Ocean and Crown Allotment 1N, temporarily reserved as a site for Public Recreation and Camping. The land is managed by the Shire as a delegated Committee of Management under the *Crown Land Reserves Act 1978* to the high water line. The proposed car parking area is located on Crown Allotment 1F which is Crown land held under lease by the Mallacoota Golf Club. The Golf Club is undertaking to buy this leased land from the Crown. A small portion of the land currently leased by the Golf Club is proposed to be retained by the Crown and added to the coastal Crown reserve for potential use as a car park.

The site is zoned within the East Gippsland Planning Scheme as Public Conservation and Resource Zone (PCRZ) over Crown Allotments 1K and 1N and Rural Use Zone (RUZ) over Crown Allotment 1F.

Crown Allotments 1K and 1N are covered by the Vegetation Protection Overlay (VPO8), Mallacoota Vegetation Protection Overlay under the East Gippsland Planning Scheme.

2.1.2 Environmental Setting

Bastion Point is located south of the Township of Mallacoota and immediately East of the Mallacoota Golf course, (*see Figure 1*). The site is located on the foreshore and intertidal zone at Bastion Point. The proposed development may require the disturbance or removal of native vegetation and may potentially impact on the intertidal flora and fauna.

The native vegetation at the site is classified as Coastal Dune Scrub Mosaic which is likely to be dominated by species such as Coast Tea-tree (*Leptospermum laevigatum*), Coast Wattle (*Acacia longifolia* var. *sophorae*), Drooping She-oak (*Allocasuarina verticillata*), Sweet Bursaria (*Bursaria spinosa*), Common Beard-heath (*Leucopogon parviflorus*) and perhaps Sea Box (*Alyxia buxifolia*) if close enough to the primary dunes. The development of a structure within the intertidal zone may impact on coastal processes primarily associated with potential changes to sand movement and deposition.

Archaeological and cultural values are likely to be present and will require investigation prior to development of earthwork proposals.

2.1.3 Key Issues

The Minister for Planning has assessed that the key issues to be addressed within the EES are:

- Impacts on sediment transport and deposition, including dredging;
- Impacts on marine, inter-tidal and terrestrial flora & fauna;
- Landscape and visual impacts;
- Impacts on geomorphological, archaeological and heritage values;
- Impacts on other users of Bastion Point;
- Traffic & car-parking requirements and impacts;
- Review of cost benefit analysis;
- Safety for boat users;
- Analysis of alternate options for the location and construction of the boat ramp and associated facilities.

3 Assessment and Approvals Process

3.1 Approvals Required

The Bastion Point Ocean Access Boat Ramp Development proposal requires approval under the provisions of the *Coastal Management Act 1995* for works undertaken on coastal Crown land.

A Planning Permit under the East Gippsland Planning Scheme is required for removal of native vegetation.

The Federal Department of Environment & Heritage has determined that the proposal is not a controlled action under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* and as such does not require assessment and approval under this legislation.

Procedural rights, in accordance with the Native Title Act 1993 (Federal), would need to be extended to the existing native title determination Applicants, the Bidwell Peoples, and to the State representative body, Native Title Services Victoria.

3.2 The EES Process

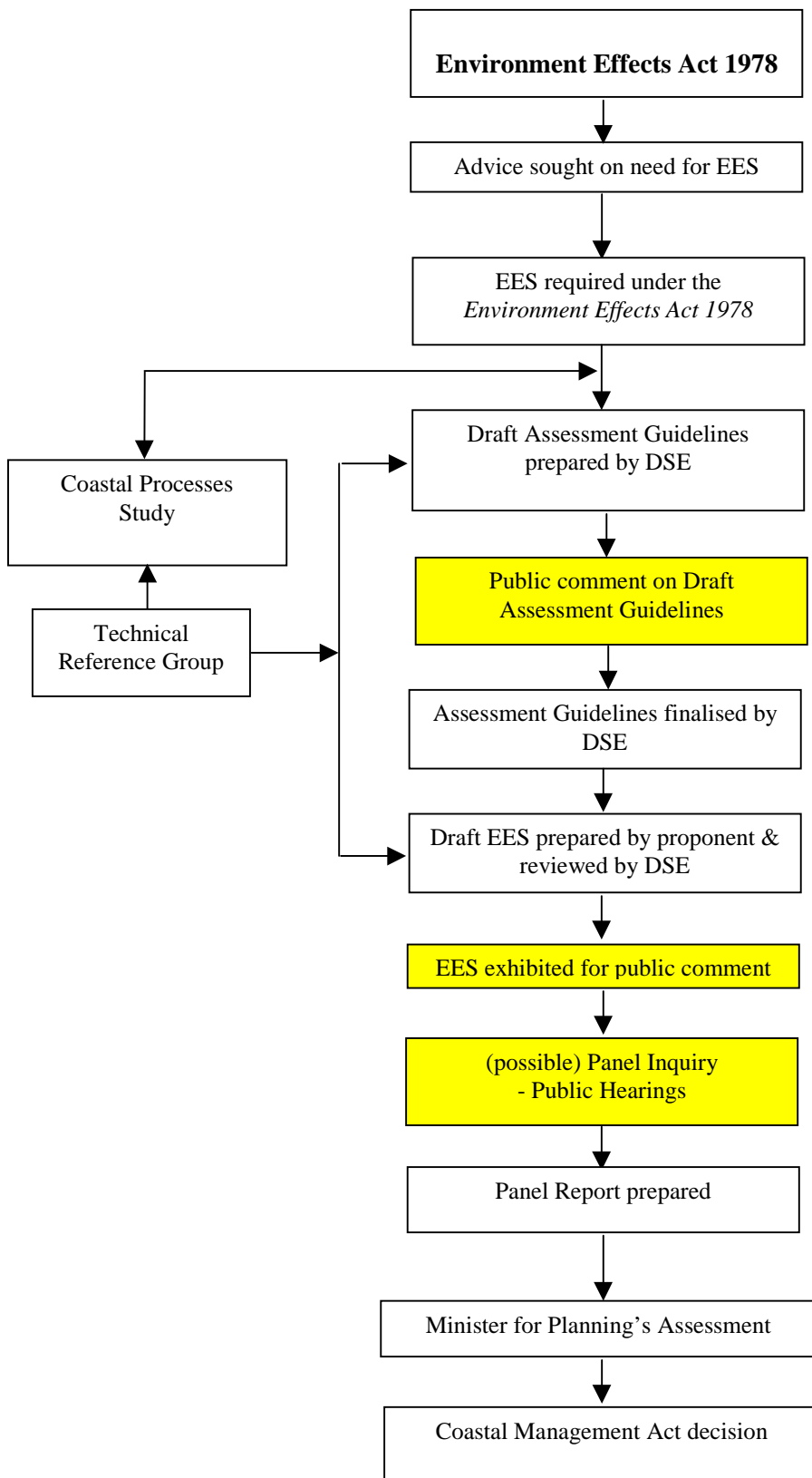
The following flow chart illustrates the key stages in the assessment process under the *Environment Effects Act 1978*. Key stages for community and stakeholder input have been highlighted.

DSE is responsible for management of the EES process. It has established a Technical Reference Group (TRG) to advise DSE and the proponent on matters to be addressed in the EES. The TRG includes representatives from key government and statutory agencies, including DSE, Environment Protection Agency, Gippsland Cultural Heritage Unit, Fisheries, Gippsland Ports, Tourism Victoria and the Gippsland Coastal Board.

The EES will be exhibited for at least four weeks. The opportunity for public comment and for submissions to be received will be invited by the Department. Following receipt of submissions, the Minister for Planning may appoint an independent panel inquiry to review the EES, consider written submissions, hear from submitters and prepare a report to the Minister.

The proponent is responsible for engaging stakeholders, undertaking studies on matters to be addressed in the EES, and then preparing the EES. The Shire is required to consult with relevant government agencies, interested parties and the community as part of the EES preparation. A public information and stakeholder consultation program will be undertaken by the Shire to facilitate awareness of the proposal and enable consultation on relevant issues. The TRG will advise the Shire on the adequacy of this program.

Environment Assessment Process



4 Matters to be Addressed in the EES

4.1 General Content and Style of the EES

The main EES report should provide a clear, succinct and well-integrated analysis of the potential impacts of the proposal and relevant alternatives, including proposed mitigation and management measures. The main report needs to be supported by appendices containing relevant data, technical reports and other sources of the EES analysis. The structure of the EES should be agreed with DSE.

Elements to be addressed in the EES are:

- An executive summary of potential impacts of the proposal;
- A description of the proposal's objectives, rationale, including need for the development, as well as its relationship to strategic policies and plans for the region;
- A description of the entire proposal, including specific components with visual impression and plan drawings;
- A description of options capable of meeting the proposal's objectives to a substantial degree;
- Where a preferred option is nominated, the basis for this choice;
- A description of the implications of a do nothing option
- Outline of the various approvals required for the project to proceed;
- Descriptions of the existing environments, particularly where this is relevant to the assessment of impacts;
- Detailed predictions of potential impacts of the proposal and feasible alternatives on environmental, social and economic values, relative to the "no project" scenario. This analysis should include direct and indirect, combined, short and long term, as well as beneficial and adverse impacts and consequences, together with an estimation of the degree of uncertainty associated with each prediction;
- Programs for avoiding, minimising, ameliorating, managing and monitoring impacts, including a statement of commitment to implement the programs;
- Details of the public communication and consultation process undertaken during project formulation and planning and preparation of the EES including public information sessions/meetings, as well as responses to issues raised during public and stakeholder consultation;
- Information on the proponent's project management arrangements and the proposed project program and time schedule.

A concise EES summary document (A4-format) needs to be prepared by the proponent for free distribution to the community and interested parties. Both the EES and EES summary document should include details of the EES exhibition and availability.

Close consultation with DSE by the proponent during the investigations and preparation of the EES will be necessary to minimise the need for revisions prior to DSE endorsing the adequacy of the EES for public exhibition.

Further and more specific detail on the EES scope and required content is covered in the following sections.

4.2 Project Description

The EES should describe the context, purpose and components of the proposal. In particular, it should describe:

- The proposal's objectives, rationale and components;
- Development concept and general layout of the project, including roads, parking, boat ramp facilities vegetation removal, other infrastructure and surrounding land use and facilities.
- The process of identifying the preferred development design (including layout) and assessment of alternative designs and locations;
- The project strategy, including:
 - implementation timeframe and project life, any phases for the development;
 - possibilities for future expansion or additional components; and
 - the consequences of the project not proceeding.
- Description of how the project relates to any other projects or actions (of which the proponent should reasonably be aware) that has been, or is being, undertaken or that have been approved in the region affected by the project, and that may have cumulative environmental effects in combination with the project; and
- Proposed environmental mitigation and rehabilitation measures; and
- Operational and management arrangements after construction.

4.3 Assessment of Options

The EES should identify alternative locations, designs and strategies that respond to environmental constraints and opportunities of the site and its environs. In particular, in so far as the proposal faces environmental constraints relating to ecological, hydrological, cultural heritage or other factors, alternative designs that seek to avoid or minimise key potential impacts should be presented. The implications of alternative designs, including in terms of alternative layouts and scales of the development, should be assessed relative to the evaluation objectives and performance criteria (*see section 4.5 & figure 2*). The level of detail of assessment of alternative designs should be discussed with DSE. An assessment of the implications of not proceeding with construction of the proposed boat ramp should also be considered.

4.4 Relevant Legislation, Policies and Strategies

The EES should identify all relevant legislation, policies and strategies, as well as assess their specific implications and requirements for the proposal and impact assessment. The EES should outline:

- Statutory framework, including approvals required for the project to proceed, including;
 - *Planning and Environment Act 1987*
 - *Coastal Management Act 1995*
- Other relevant legislation, including the, *Crown Land (Reserves) Act 1978*, *Flora and Fauna Guarantee Act 1988* (and relevant Action Statements prepared under this Act) *Aboriginal and Torres Strait Islanders Heritage Protection Act 1984 (Cth)*, *National Parks Act 1975*, *Native Title Act 1993 (Cth)*, *Archaeological and Aboriginal Relics Preservation Act 1972*, *Wildlife Act 1975* etc, especially where consents or permits from statutory authorities are required;
- International Agreements and Conventions such as and JAMBA, CAMBA and the Convention on Wetlands (Ramsar), Convention on Biological Diversity; and

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- Policies, strategies, standards and guidelines that are either directly applicable or of strategic relevance, and their specific implications, in particular¹:
 - Victoria's Native Vegetation Management – A Framework for Action
 - Victoria's Biodiversity - Directions in Management
 - Victoria's Greenhouse Strategy (2002)
 - State Environment Protection Policy (Waters of Victoria) 2003
 - Mallacoota Foreshore Management Plan
 - Croajingalong National Park Management Plan (June 1996)
 - Victoria's System of Marine National Parks and Marine Sanctuaries Management Plan 2003 - 2010
 - Victoria's System of Marine National Parks and Marine Sanctuaries Management Strategy 2003-2010 (Parks Victoria 2003)
 - Victorian Coastal Strategy 2002
 - Integrated Coastal Planning for Gippsland - Coastal Action plan
 - Gippsland Boating Coastal Action Plan
 - LCC East Gippsland Area Recommendations and East Gippsland Area Review Recommendations.

¹ The list of policies, strategies and standards are not meant to be an exhaustive list and the proponent will need to ensure all relevant documents are researched as part of the EES investigations.

4.5 Evaluation Objectives and Criteria

The following draft objectives are proposed to guide the evaluation of the Bastion Point Ocean Access Boat Ramp development proposal. The objectives reflect relevant legislation and government policy, as well as the key environmental issues currently identified. Refinement of these objectives may be appropriate as the EES process proceeds.

The draft objectives are designed to guide the evaluation of potential environmental impacts, in context of the Principles of Environmental Decision-making under the 1992 Inter-governmental Agreement on the Environment:

- To provide efficient, safe infrastructure for the launching and retrieval of commercial and recreational boats under all-tides at Mallacoota;
- To avoid significant interference with coastal processes related to patterns of wave formation and sediment movement affecting Mallacoota Inlet and nearby beaches;
- To avoid significant adverse impacts on the water quality and ecological character of Mallacoota Inlet and surrounding site during both construction and operational phases;
- To avoid detrimental impacts on the character, amenity and infrastructure of Bastion Point, including its attractiveness for recreation, education and tourism;
- To avoid to the maximum extent practicable, adverse impacts on Aboriginal or post-settlement cultural heritage;
- To avoid adverse ecological impacts on significant native vegetation (communities or species), and to provide for effective net gain compensation where necessary in accordance with the Native Vegetation Management Framework;
- To avoid adverse impacts on migratory waterbirds and any other species that are of National and/or State significance; and

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- To provide a clear overall societal benefit, taking into account economic impacts, social outcomes and residual environmental impacts.

As part of the EES preparation by the proponent, these objectives might usefully be translated into more specific performance criteria to guide the EES studies and evaluation of alternative design concepts and environmental management measures. In particular the criteria should address:

- Environmental, social and economic outcomes in the short, medium and long term;
- The public safety implications of the development and use of the proposed facility
- Relevant provisions of Victorian and Commonwealth legislation, policies and strategies.

4.6 Existing Environment

For the purposes of this EES process, the *environment* is considered to include the following aspects potentially affected by the redevelopment proposal:

- physical systems and resources;
- ecosystems and associated species, communities, ecological processes and biological resources;
- the built environment;
- objects and places of cultural, heritage or recreational value, educational and/or scientific interest;
- health, safety or amenity of people living, working or engaging in other activities;
- demography, attitudes, behaviour and well-being of social communities and groups;
- physical and social infrastructure; and
- economic activity and outputs.

A detailed description of the existing environment will also address elements potentially affected by either the proposal or by additional recreational use stemming from development of the proposal, including:

- All areas and aspects of the environment that may be affected at Bastion Point and environs including the Mallacoota Inlet and Bastion Point beach;
- The Croajingalong National Park and Cape Howe Marine National Park;
- Distribution and quality assessment of Ecological Vegetation Classes on the subject site and adjacent to the site where the proposal may impact upon them;
- Details of any values and uses of the environment, and any notable features;
- An assessment of each environmental component's sensitivity to change or disturbance; and
- Appropriate maps, plans, photographs, diagrams and other descriptive detail on the above.

4.7 Potential Environmental Effects

4.7.1 General Approach

The EES must assess environmental effects potentially resulting from the construction and operation of the Bastion Point Ocean Access Boat Ramp development. The assessment of environmental effects for the EES requires the following:

- Predictions of environmental effects to be based on scientifically supported studies;
- The EES is to present all technical data, sources of authority and other information used to assess relevant effects;
- The methods used are to be outlined, together with the relevant assumptions and professional or scientific judgments;

- Impacts that are not quantifiable are to be described qualitatively, in as much detail as reasonably practicable; and
- The scientific reliability of investigations and predictions are to be indicated, including estimated degree of confidence wherever appropriate.

Potential effects of the proposal, as well as relevant feasible alternatives, need to be systematically identified and assessed in the EES. The depth of investigation of alternatives should be proportionate to their potential to both meet the objectives of the project (Section 4.2) and address the evaluation objectives and criteria (Section 4.5).

Assessment of all environmental effects needs to encompass both potential impacts on, and uncertain risks to, the environment. The level of investigation of particular risks – including consideration of ‘worst-case scenario’ outcomes – needs to be proportionate to both the potential consequences and the likelihood of their occurrence.

The scope of field investigations and assessments to be conducted should be discussed with DSE and the TRG. Ultimately, it is the Shire’s responsibility to ensure that adequate studies are undertaken and reported, particularly where there are specific statutory requirements.

Specific categories of relevant impacts requiring investigation are set out below. However, the proponent will need to address other issues that may emerge and warrant assessment during the investigations and preparation of the EES.

Relevant impacts include, but may not be limited to, the following.

4.7.2 Coastal Processes

The EES should provide an assessment of potential short- and long-term effects of the proposal and any relevant alternatives, incorporating mitigation measures.

Specifically, the EES should:

- Determine the nature of coastal processes in the area of Bastion Point and Mallacoota Inlet entrance, including sediment movement and wave climate in various seasonal, flood, weather and tide conditions.
- Identify and assess potential effects from the proposal and relevant alternatives, from both the construction and operation of the facility, on water movement, sediment transport and coastal erosion and the potential effects of those coastal processes on the continued use of the boat ramp and its facilities.
- Assess the impact of any proposed structure on the natural pattern and consistency of breaking waves on Bastion Point in terms of swell size and direction, wave refraction and reflection within the surf zone.
- Assess the impact of the identified options on the need for maintenance dredging.

The Coastal Processes study commenced in September 2004.

4.7.3 Terrestrial Ecology

The EES should provide an assessment of potential short and long-term effects of the proposal and any relevant alternatives, incorporating mitigation measures.

Specifically, the EES should:

- Assess the potential impact of construction and operation of the ocean access boat ramp and associated facilities (including roads and parking areas) on terrestrial flora and fauna, especially threatened and migratory species and communities listed under *Flora and Fauna Guarantee Act*;
- Assess the potential for weeds to invade remnant native vegetation near the development site;
- Address the proposed management of vegetation in the context of *Victoria's Native Vegetation Management – A Framework for Action*, including to address the principles of “avoid, minimise and offset” with respect to native vegetation removal and especially ‘net gain’ requirements.

4.7.4 Marine and Inter-tidal ecology

The EES should provide an assessment of potential short and long term effects of the proposal and any relevant alternatives, incorporating mitigation measures.

Specifically, the EES should:

- Assess the potential impact of construction and operation of the proposed ocean access boat ramp and protection structures on marine and intertidal ecology, with respect to the occurrence of significant ecological communities and the dispersal of introduced species; Assess the impact of altered currents and sediment movement on sub-littoral ecosystems in the area of Bastion Point and Mallacoota Inlet; and
- Describe the likely ecological impacts of increased visitor boating activity on nearby Croajingalong National Park and Cape Howe Marine Park.

4.7.5 Aboriginal Cultural Heritage

The potential effect of the development on Aboriginal sites of archaeological and/or cultural heritage significance, including the impacts relating to the development of infrastructure associated with the project, should be assessed in the EES. Information on the significance of sites and the views of the relevant Aboriginal communities should be provided. The EES should clearly document both the consultation and investigation undertaken with respect to Aboriginal cultural heritage.

Information should be provided on any proposed cooperative, mitigation or compensatory actions, and their implications, for Aboriginal cultural heritage values and interests as part of the proposed redevelopment. Any assessment should be carried out in accordance with the *Victorian Archaeological and Aboriginal Relics Preservation Act 1972* and the *Commonwealth Aboriginal and Torres Strait Islander Heritage Protection Act 1984* and the *Guidelines for Conducting and Reporting upon Archaeological Surveys in Victoria, (AAV 2002)*.

4.7.6 Non-Aboriginal Cultural Heritage

Assessment of non-Aboriginal cultural heritage should address the existing values of, and potential impacts on, any sites that are culturally significant - in particular those protected under *Victoria's Heritage Act 1995* or that have been identified in relevant local studies. In addition to assessing the extent and significance of potential impacts, proposed measures to mitigate any adverse impacts should be detailed.

4.7.7 Recreational Amenity and Visual Values

The EES should assess the potential impacts of the proposed development on the amenity and the visual character of the existing areas adjoining the site, as well as assessing the quality of the amenity of the proposed development. This assessment should include:

- Details of the design concepts of the development, including illustrations, aerial photographs and other plans as appropriate;
- Potential impacts on beach use and use of adjoining public land;
- A landscape assessment to investigate the impacts of the proposal on the visual and landscape values of the surrounding area, including sea-based landscape values;
- Identify any potential traffic and parking related impacts of the construction and operation of the facility, including potential increased heavy trailer traffic from the Princes Highway;
- Measures proposed to minimise the adverse amenity impacts of the proposal, including during the construction period;
- A description of the existing boat ramp safety issues and those that may arise from competing use of the area between surfers and boat users after construction of the proposed boat ramp; and
- Potential impacts to the value and use of Bastion Point for recreational surfing.

The EES should assess the effects of the development in relation to local community recreational benefits, and the effect on regional, State and inter-State tourism visitation. The assessment should identify the scope of improved recreational opportunities that would flow from the development, and the likely impact on visitation numbers to Mallacoota that would result from the development.

4.7.8 Social, Economic and Infrastructure Impacts

The beneficial and adverse economic or other identified impacts of the project on tourism and recreation should be discussed, and a reliable net benefit assessment of the economic value of recreational and tourism outcomes quantified

Information on the following should be included in the EES:

- Total capital investment for the development and estimate ongoing operating costs
- Implications for local economic activity and employment from improved boating facilities;
- Any implications for State and local infrastructure, including emergency services;
- Proposals to enhance or provide additional community services or facilities;
- Impacts on recreation/leisure activities in the Mallacoota area;
- Potential benefits and risks to health and safety arising from the proposal and proposed management strategies to minimise risks; and
- Management of boat access facilities and associated infrastructure, such as any proposed fish cleaning, boat washdown or toilet facilities.

4.8 Environmental Management Framework

The EES should describe the environmental management framework for the project, including relevant Environmental Management Plans (EMPs) and performance requirements for the proposed works.

Proposed safeguards and environmental management measures should be detailed, including:

- The environmental management framework for the project;
- Environmental performance standards and management measures for each environmental issue or impact;

- A table of environmental management commitments for the proposal;
- How statutory requirements, standards, guidelines and environmental commitments will be complied with;
- Matters to be addressed solely through the environmental management plan or program (i.e. rather than the basis of detailed impact studies), and how they will be addressed;
- The environmental monitoring program for the construction and operational phases;
- Impacts of the options on existing uses during development;
- Occupational, Health and Safety requirements and proposed control measures; Organisational arrangements and review procedures for the EMP; and
- Assignment of responsibilities for the implementation, monitoring and compliance with EES outcomes and commitments and any other environmental controls.

4.9 Consultation and Communications

The Shire will need to describe within the EES documentation:

- The Shire's communication strategy and reporting mechanisms for consulting with the public and stakeholder groups, including the methods for effectively engaging local stakeholders and communities;
- Record of consultation undertaken as part of any specific impact studies;
- The role and composition of forums and/or groups convened for this proposal; and
- The issues raised and suggestions of stakeholders or members of the public (by theme and source, rather than individually) and the response made by the proponent.

The Shire has currently indicated that it proposes to circulate a monthly newsletter that will be available through the Mallacoota outreach centre.



Figure 1

Previously Considered Options

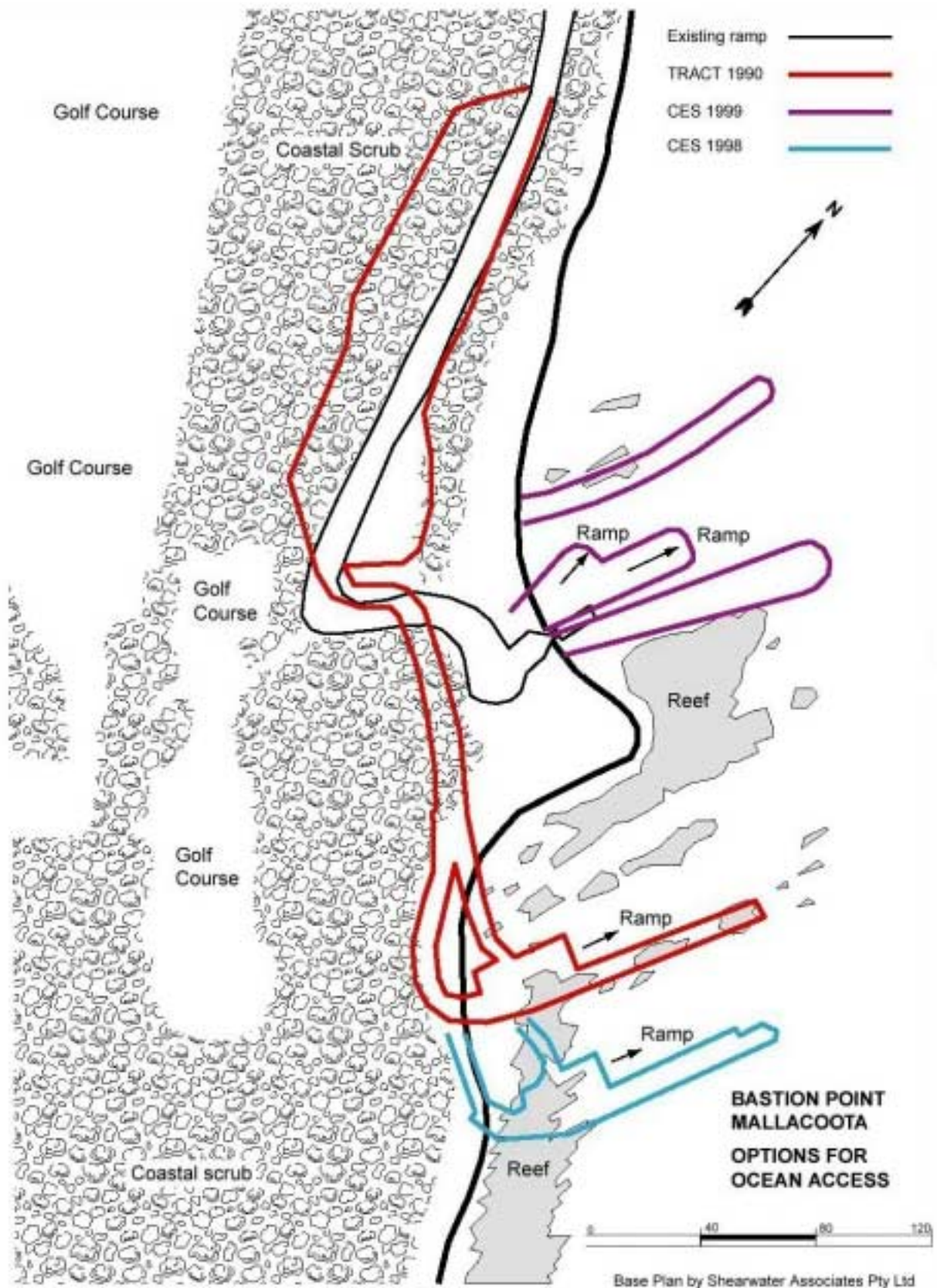


Figure 2