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Connell Wagner Pty Ltd  
ABN 54 005 139 873  
124 Waymouth Street  
Adelaide  
South Australia 5000 Australia

Telephone: +61 8 8231 4766  
Facsimile: +61 8 8231 4765  
Email: [cwagl@conwag.com](mailto:cwagl@conwag.com)  
[www.conwag.com](http://www.conwag.com)



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**City of Victor Harbor**  
**Victor Harbor Boating Strategy**

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 **MasterPlan**  
Town & Country Planners

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## Agency Acronym List

- BIA Boating Industry Association
- CPB Coast Protection Board
- DECS Dept of Education and Childrens Services
- DEH Dept for Environment and Heritage
- DoSAA Dept of State Aboriginal Affairs
- DWLBC Dept of Water Land Biodiversity Conservation
- PIRSA Primary Industry and Resources SA
- SABFAC SA Boating Facilities Advisory Committee
- SATC SA Tourism Commission
- SLSSA Surf Life Saving SA
- TSA Transport SA
- VHCC Victor Harbor City Council
- VHGSRS Victor Harbor Goolwa Sea Rescue Squadron
- VHYC Victor Harbor Yacht Club



# 1. Executive Summary

## 1.1 Background

The boating community of Victor Harbor, including permanent residents and visitors to Victor Harbor, has for some time felt the need for the current boating facilities within the Victor Harbor region to be improved, this being generally in response to the population growth within the region and the growing level of interest in boating as a leisure activity.

The historic development of boating facilities in the area has occurred progressively over time, initially in response to commercial needs. Many of the original facilities have been damaged by storms and/or have been abandoned.

Victor Harbor is a rapidly growing coastal city and well recognised tourist and leisure destination. Within this context, the challenge facing the City of Victor Harbor, in representing the boating community, is to achieve a boating environment which recognises the needs of the boating community whilst acknowledging and respecting the competing interests and constraints.

This boating strategy has been prepared in response to this need. The City of Victor Harbor is part of a region which is rich in economic, social and cultural history and which has a highly valued coastal environment including Encounter Bay, river mouths of the Hindmarsh and Inman Rivers and the foreshore areas east and west of the Granite Island Causeway.

To assist the consultant team, the City of Victor Harbor established a Boating Strategy Working Party, the membership of which represents the range of interests of the Victor Harbor commercial and recreational boating community. This group was consulted regularly through the study period particularly through a series of working party meetings during which a range of issues and options were tabled and discussed. Whilst the strategy proposes options, both generally and for specific sites, in some cases further investigations will be required prior to works being undertaken.

The consultancy brief setting out the requirements for the preparation of the Strategy listed a number of objectives. During the course of the initial working party meeting, these were reviewed and summarised as follows:

- Achieve outcomes that provide for Safe Boating
- Provide education and awareness for all facility users and the community in the region
- Achieve outcomes which are environmentally sustainable and minimise environmental impact
- Develop opportunities which provide for all types of boat users (recreational and commercial)
- Develop outcomes which have economic benefits for the region.

## 1.2 Process

During the process of developing the boating strategy, particular emphasis was given to consultation, including input from the Boating Strategy Working Party and other key community members, especially those with particular knowledge or opinions relevant to this study.

Harry Bechervaise, the planning consultant responsible for the preparation of the Victor Harbor Foreshore Coastal Park Open Space Plan, was an important contributor to the consultation process. As well as presenting a strong case in support of the general principles of the Foreshore Coastal Park, Harry also described the strong community views regarding a boat launching facility proposed for a location adjacent to Bridge Terrace and generally described as the Bridge Terrace proposal.

Of critical importance in such an environment is the role of Sea Rescue. This government funded service which currently operates from premises shared with the Victor Harbor Yacht Squadron, responds to demands for their services from as far east as the Murray Mouth to all areas east, south and west of Encounter Bay. Their effectiveness would be considerably enhanced by having access to improved boat launching facilities on the eastern side of the Causeway.

To assist the study team in more fully understanding the particular issues applying to boating in the Victor Harbor area, numerous site visits were carried out both by land and sea, these in most cases involved study team members who have had some experience in the Victor Harbor boating environment.

In addressing the key issues and opportunities of the Victor Harbor Strategy, the following headings have been adopted, these being both general and site specific. These headings which have been used in the same order for Sections 5, 6 and 7, are listed following together with a general description of conclusions and recommendations.

- Boating Safety
- Boating Demand
- Environmental Issues
- Land Ownership/Availability
- Education/Awareness
- Bluff Ramp
- Kent Reserve
- Granite Island
- Causeway Landing
- Causeway Ramp
- Eastern Ramp
- Management of Facilities

Further discussion and detail is provided in the following sections with the Strategic Actions being listed in Section 7.

### **1.3 Conclusions and Recommendations**

#### **1.3.1 Boating Safety**

There is a need to develop a boating environment in the Victor Harbor region which recognises safety as a prime consideration for all boat users and in doing so creates a culture of awareness and understanding by boat users, of the coast and associated facilities. This can be achieved by better understanding the Sea Rescue requirements for the wider area, developing the community awareness of safe boating in the Victor Harbor waters as well as ensuring a clear and consistent approach to signage at all boating facilities.

#### **1.3.2 Boating Demand**

It is clear that there has been and is an increase in the demand for improved boating facilities in the Victor Harbor area, this being driven by population growth and the attractiveness of Victor Harbor as a recreation and leisure destination, although objective figures supporting this opinion are hard to find. It is therefore necessary to establish a data base of boat usage in the Victor Harbor area, so as to clearly demonstrate current levels of usage, especially during peak periods and to better predict likely growth patterns for future boating demand.

### **1.3.3 Environmental Issues**

It is important that boating facility upgrades, expansion or development have regard to environmental values as they relate to the Victor Harbor coastal area. It is considered important to both establish a clearer understanding of the current environmental base line measures relating to existing facilities as well as identifying and managing the environmental impact of any upgrade or new development works.

### **1.3.4 Land Ownership/Availability**

The concentrated development of the Victor Harbor area along the coastal strip and the value of this land for both recreational and commercial use, means that a clear understanding of land availability, its interface with adjacent uses together with any easements and/or encumbrances, is important in any upgrade or development works.

### **1.3.5 Education/Awareness**

There is a need to educate and inform Victor Harbor boat users and members of the wider community of the uniqueness and challenges of the boating experience in this area. This can be achieved through general education of school age students, through the media and relevant promotional material as well as by adopting an integrated sign and boating awareness plan, both generally and for each of the existing boat usage sites.

### **1.3.6 Bluff Ramp**

It is recommended that high priority be given to the upgrade of both off shore and onshore facilities for the Bluff ramp so as to reinforce its status as the best protected and most used boating facility in the Victor Harbor area.

### **1.3.7 Kent Reserve**

It is recommended that Kent Reserve be retained as an unprotected boat launching facility in its current form but with the appropriate signage necessary to clearly inform boat users of the status of this facility. It is recommended that no additional development of boating facilities occur in this general area.

### **1.3.8 Granite Island**

The "sheltered bay" on the north eastern side of Granite Island has access difficulties due to the restrictions of the Causeway as well as being vulnerable to the more extreme weather effects.

It is recommended that further investigation into the demand for boating activities such as temporary mooring for cruising yachts, and possibly other activities identified by tourist operators (as well as the need for support infrastructure) be undertaken. Consideration of the Granite Island area has not been given a high priority when compared with the Bluff ramp and the possible Eastern ramp facility.

### **1.3.9 Causeway Landing**

It is recommended that the Causeway landing be maintained for its current use but that its performance with respect to access, safety and general suitability be monitored over time.

**1.3.10 Causeway Ramp**

It is recommended that the signage at the Causeway ramp be upgraded as far as is practical to ensure patrons are fully aware of the limitations of the facility and their responsibilities in using it.

The long term recommendation is to ultimately remove this facility on the basis that its location, function and use is NOT consistent with this highly patronised area at the start of the Causeway. The removal of this facility should be dependent on there being alternative boat launching facilities (which also cater for Sea Rescue) on the eastern side of the Causeway.

**1.3.11 Eastern Ramp**

It is considered that there is a case for the establishment of a boat launching facility east of the Causeway however for this to proceed there will need to be a thorough investigation of all the issues and constraints relating to such a facility.

There will therefore need to be further development of the concept for the eastern ramp in the zone as indicated, this considering the size and level of protection provided, wave and storm patterns, sand movement, seagrass management, marine environment, Aboriginal and European heritage issues, water depth, land based requirements and impacts and the ongoing management and maintenance implications.

The cost and availability of funding, both for its initial construction as well as for its ongoing operation and maintenance will also be an important factor.

**1.3.12 Management**

The implementation of the Victor Harbor Boating Strategy will very much depend on the effective management of the strategy in addressing and implementing the identified strategic actions as well as the ongoing monitoring of progress against the key milestones.

This process of implementation should also provide a mechanism for ongoing liaison with key user and interest groups by establishing a programme of funding for the various individual projects as well as ensuring that records of all initiatives are kept and updated with progressive implementation of the strategy.

## 2. Context

In order to provide the necessary direction for this boating strategy, as sought in the project brief, an understanding of the study area and conditions impacting upon it was required. This was achieved by:

- Reviewing existing data (for further detail, refer Document Register, Appendix A);
- Exploring the opportunities and constraints presented by key sites within the study area;
- Considering general marine and land based conditions impacting upon these sites;
- Reviewing and understanding the range of environmental factors that impact or have the potential to impact on any existing or proposed boating facilities;
- Acknowledging the social trends driving demand for boating facilities; and
- Identifying the economic implications that are likely to guide the extent to which future development of this area can be made viable.

### 2.1 Study Area

Figure 1 shows the study area which generally extends from the Rosetta Head (The Bluff) in the south to the mouth of the Hindmarsh River to the north. The marine zone within the study area includes several notable areas including:

- The area south-west of Police Point (or the Causeway) which comprises numerous reefs and shallow rocky outcrops which can be exposed at low tide.
- The area north of the Causeway which includes sandy beaches and generally sandy shallows as well as there being deeper water over sand and bedrock.
- Wright Island north-east of Rosetta Head.
- Granite Island which is the largest and best known island and is located in the centre of the area, provides not only a focal point for tourists but also considerable protection both on its lee side as well as to the eastern coastline of Victor Harbor.

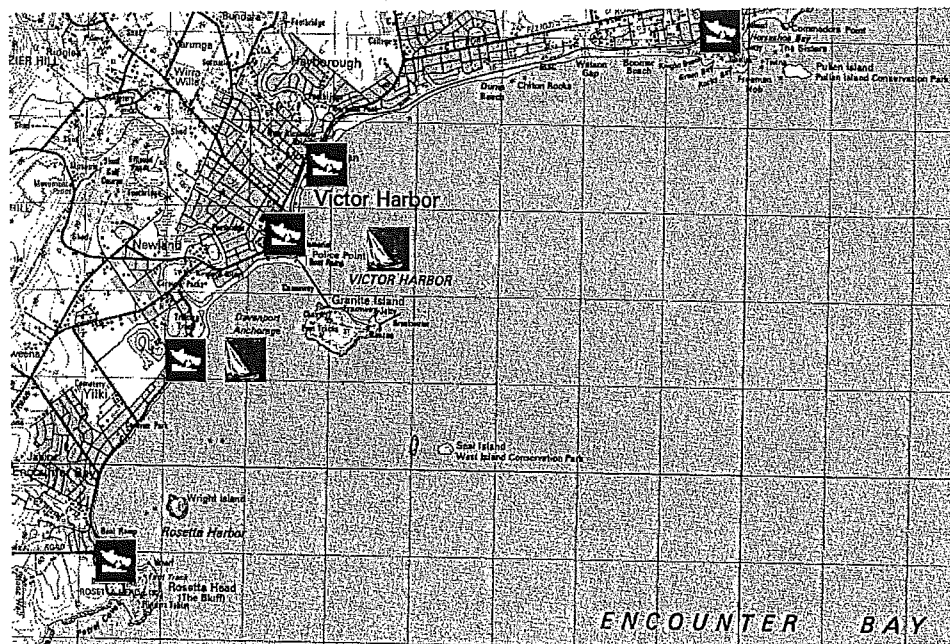


Figure 1

Within the study area there are also two river mouths, the Hindmarsh River mouth to the north-east and the Inman River mouth which is more central to the study area and adjacent to the Davenport Anchorage. An open space reserve known as Kent Reserve is located adjacent to the mouth of the Inman River. Whilst the foreshore environment generally provides a corridor of open space, the most used areas are those north east of the Causeway. The open space along the foreshore is the subject of a recent Foreshore Coastal Park proposal and many of these areas are recommended for improvement in function and aesthetically to reflect and reinforce this theme. These areas are significant in terms of their interface between the water and land based activities as well as providing access to boat launching facilities (refer Victor Harbor Foreshore Coastal Park – Open Space Plan, Bechervaise & Associates).

The land based activities along the foreshore include a mix of commercial (retail and tourism based uses), residential and open space uses as mentioned previously. The popularity of Victor Harbor and environs as a destination, has lead to substantial growth and investment in new development along and adjacent to this coastline. Developments in this area have maximised the coastal views and include new townhouse developments, tourist accommodation and the transformation of older single level dwellings into modern multi-story developments.

## 2.2 Social (Demographic) Context

Victor Harbor and the surrounding coastal region extending eastward through to Goolwa, westward to Rosetta Head and generally throughout the Fleurieu Peninsula, is undergoing significant population growth driven by the highly attractive coastal lifestyle, the opportunities now being offered through flexible working hours and significant improvements in infrastructure including roads and services.

Based on recent residential population data for the Fleurieu Peninsula, it is likely that the growth trend will continue, with average annual increases within the range of two to four percent. This trend has been reflected in the 5 year record period (1997-2001) during which population growth was 10.6 percent for the region, inclusive of the Local Government areas of Alexandrina, Victor Harbor and Yankalilla. This makes the Fleurieu Peninsula one of the fastest growing regions in South Australia. Further analysis indicated that the growth trend for the region is largely within Victor Harbor and the coastal area of the Alexandrina Council, these areas having experienced increases of 14.7 and 12.6 percent respectively. By comparison, the growth rates for Yankalilla and the Strathalbyn area of Alexandrina were 3.4 and 6.9 percent, respectively, whilst for the State as a whole, it was only slightly above two percent (Source: ABS cat no. 1379.0.55.001). This trend is illustrated in Figure 2.

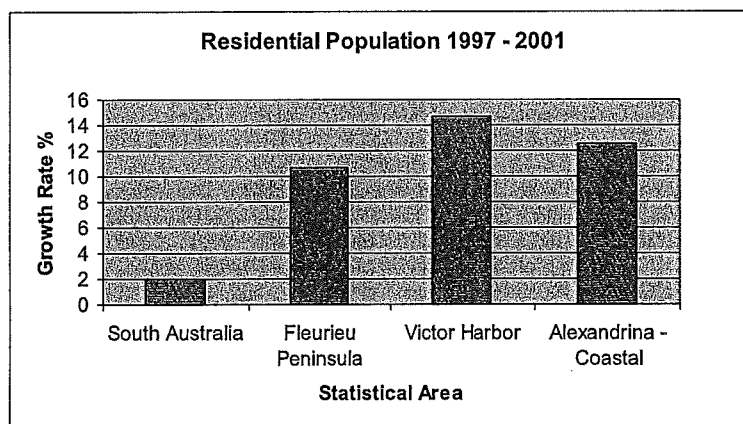


Figure 2

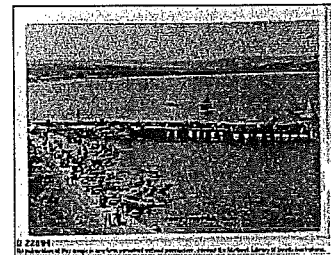
Combined with this growth and the attraction to coastal living, is the increase in boat ownership (and usage) in coastal destinations and consequently the demand for boating facilities which cater for the boat owners' and users' needs. By way of example, at 30 June 2004 there were 51,844 registered power boats in South Australia, with 3,524 new boats being registered for the year, as compared with 1,616 new boats in 1999/2000. Both the size and power of boats tend to be increasing, as evidenced by the increased number of cabin cruiser registrations, up from 50 to 179 over the four years to 2004. (Source: Austin Henstridge, Editor, SA Waters & Leisure Magazine as referenced in [www.boatingsa.com.au](http://www.boatingsa.com.au)).

A key driver for this strategy has been the increasing demand on Victor Harbor's boating facilities and the difficulty these facilities have in accommodating the increasing number of boat users, especially during peak periods.

Not all of the community of Victor Harbor is driven by the desire to go boating, indeed other groups see the construction of boat launching facilities to be at odds with, and adversely impacting on, the traditional beach facilities. This attitude has been demonstrated through the community reaction to the Bridge Terrace Boat Ramp proposal which was seen by some to unnecessarily impact on the long established Victor Harbor foreshore experience, as well as having a significant impact on the marine environment.

### 2.3 Historical Context

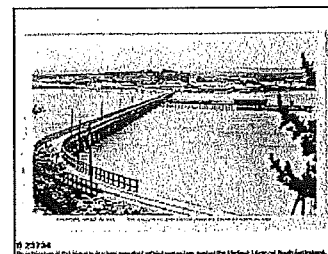
Boating facilities in Victor Harbor between Rosetta Head and the Hindmarsh River mouth have experienced substantial change over time. Victoria Pier, washed away in a freak storm, and the Working Jetty at Granite Island, were both lost to attrition and not restored. Also lost and replaced over time are various concrete boat ramps including several at the Causeway.



B22694 Courtesy Of State Library of SA

Out of necessity have evolved the boat launching ramps at the Bluff in Rosetta Harbor and the less formal and unprotected beach launching area at Kent Reserve. The Bluff ramp has become the most recognised and safest boat ramp in the region. There is, however considerable maintenance required to keep the Bluff boat ramp in a fully functional condition and to meet the seasonal demands imposed upon it, this including the maintenance of the jetty, the dredging of the channel and the care and management of the carpark and access areas. Consultation with experienced local boat users has indicated that there are at least two times a year (Christmas and Easter), when there is the potential for tempers to flare and matters of safety and care are sometimes put at risk as boat owners jostle for access to this ramp. This facility is constrained by poorly defined vehicle access and parking, a narrow channel, with a basin which struggles at low tide to accommodate larger boats and a deteriorating jetty.

During the consultation discussions some interest was shown in renewing/rebuilding old piers and wharves using modern technology. The Working Jetty and the Victoria Pier are two examples which represent some opportunity for improved boat access (if not just to berth) and perhaps a return to the historic era. These two options, whilst romantic in the context of the historic Victor Harbor are perhaps incidental to overcoming Victor Harbor's prevailing boating issues.



B23734 Courtesy Of State Library of SA

## 2.4 The Victor Harbor Boating Environment

The boating environment of Victor Harbor can for convenience be split into two distinct areas. One is north east of the Causeway and provides generally shallow water which is normally within the protection of the Granite Island. However it is still exposed to ocean swells with southerly winds making launching of boats from the Causeway ramp hazardous at times. Reefs and rocky bottoms are located close to the sandy shoreline and there are some notable variations in depth in these areas. The other area, south and west of the Causeway (other than the shallow area around Davenport Anchorage) is more exposed and has the potential to become rough (sometimes with little warning) and can provide a serious challenge especially to the inexperienced or poorly equipped boat users.

The area close to and south west of the Causeway and adjacent to Kent Reserve, is a natural anchorage (Davenport Anchorage) which can be hard to find without local knowledge of the reef that protects it. This area is generally preferred by shallow craft/smaller boats and non motorised craft.

The area south and west of the Causeway and Granite Island is most often used by recreational boat users accessing the reefs and fishing areas south and west of Rosetta Head and West Island. West Island and its immediate environs is designated a Marine Protected Area where fishing is prohibited.

The Victor Harbor Yacht Club is located on the beach front just south of the Hindmarsh River mouth, this location being some 800 metres from the Causeway. The Victor Harbor Sea Rescue base is also located on this site.

Figure 3 is the Boating Chart for the area. This map indicates the depth of water in the nominated areas by colour coding, the dark blue shade indicating water depth less than 5m, and the light blue indicating water depth of between 5m to 10m.

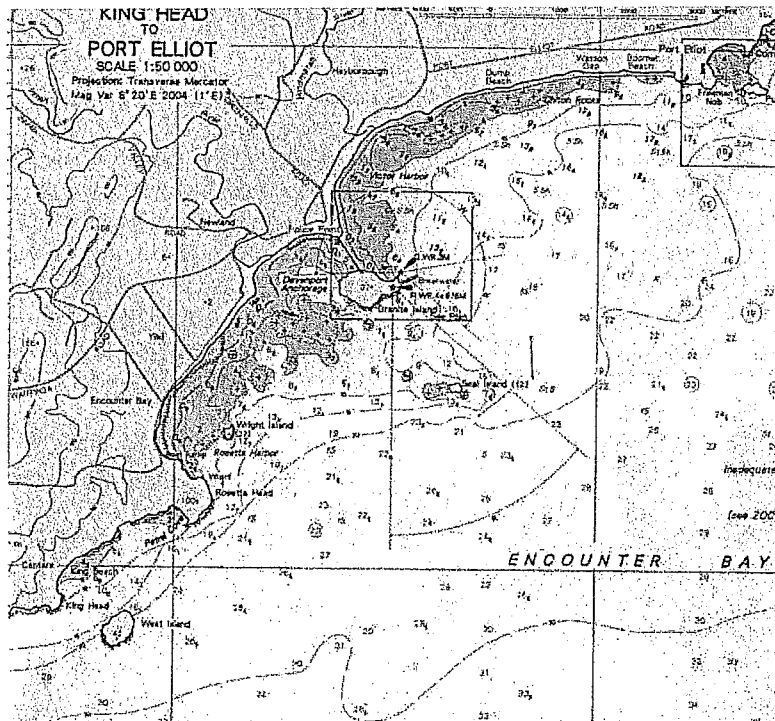


Figure 3 – Victor Harbor Boating Chart



## 2.5 Environmental – Land, Water and Legislation

The study area comprises significant marine, riverine and geological environments which interface with a built environment that has enjoyed significant growth and redevelopment in recent years.

Some of the more significant environmental features within the area (as well as their environmental significance) that have particular relevance to this strategy include:

Feature	Environmental Significance
Granite Island	Marine, flora and fauna, and geology
Hindmarsh River Estuary	Riverine – marine interface, flora and fauna including the swamp paperbark ( <i>Melaleuca halmatorum</i> )
Inman River Estuary	Riverine – marine interface, flora and fauna
The coastline from Rosetta Head to Hindmarsh River Mouth	Coastal, dunal marine system; marine flora and fauna that includes the Leafy Seadragon, dunes (native vegetation), etc; European and indigenous heritage.
Kent Reserve	Indigenous (cultural) heritage
Benthic Communities – Encounter Bay	Sea grass Beds
Norfolk Island Pines	Significant Trees
Wright Island	Marine, flora and fauna, and geology

Having regard to these environmental features as they apply to the study area, the following environmental legislative requirements should apply in any investigation, and the ensuing upgrade for a particular boating facility. It is particularly important to have a thorough understanding of any legislative parameters prior to the implementation of any strategies to improve boating facilities in the region. A more detailed description of each is provided in the following sections.

Legislation	Specific to:
The Environment and Biodiversity Conservation Act (EPBC Act) 1999	Assessing the impact of activities on matters of national environmental significance including "threatened" species.
The Environment Protection Act 1993	Promotes ecologically sustainable development, construction management and control of pollutants
Coastal Protection Act 1992	Protection and conservation of marine areas. Manages construction of facilities within coastal areas
Native Vegetation Act 1991	Removal of native vegetation. The Native Vegetation Council must be contacted in regard to any proposal that requires the removal or disturbance to any native vegetation
Development Act	Providing for the proper, orderly and efficient planning and development within South Australia
Fisheries Act 1982	Protects aquatic habitats and controls activities with the potential to affect water and/or seabeds. This Act (and its predecessor Act in 1971) has been used to establish aquatic reserves - now known as Marine Protected Areas (MPAs)
Aboriginal Heritage Act 1988	Protects areas in which Aboriginal items exist or are recorded.
Native Title Act	Impacts on areas where Native Title exists or on which claims have been made.

**Environment Protection and Biodiversity Conservation (EPBC) Act**

The EPBC Act establishes a Commonwealth process for environment assessment and approval of proposed actions that are likely to have a significant impact on matters of national environmental significance or on Commonwealth land.

The Act requires that actions which are likely to have a significant impact on matters of national environmental significance be assessed for the purposes of Commonwealth decision making.

The Act targets the identification of the following matters of national environmental significance.

- World Heritage Properties
- National Heritage Places
- Wetlands of International Significance (RAMSAR sites)
- Commonwealth Marine Areas
- Threatened Ecological communities
- Threatened Species
- Migratory Species

If a proposed activity is likely to impact on any of these, then the Act requires a referral process to Environment Australia for an assessment by that office of the potential level of impact and how it is proposed to be managed.

The EPBC Act also covers other matters including:

- Commonwealth Lands
- Commonwealth Heritage Places
- Places on the Register of the National Estate
- Listed Marine Species
- Whales and other Cetaceans
- Critical Habitats
- Commonwealth Reserves

**Environment Protection Act**

The Act promotes the principles of ecologically sustainable development and binds everyone within the State to a duty of care to avoid environmental harm. The Act promotes improved decision making on matters that have environmental issues. Specific objectives that are relevant to this study include:

- that proper weight be given to both long and short term economic, environmental, social and equity considerations in deciding all matters relating to environmental protection, restoration and enhancement;
- to ensure that all reasonable and practicable measures are taken to protect, restore and enhance the quality of the environment having regard to the principles of ecologically sustainable development,
- to prevent, reduce, minimise and, where practicable, eliminate harm to the environment;
- to apply a precautionary approach to the assessment of risk of environmental harm and ensure that all aspects of environmental quality affected by pollution and waste (including ecosystem sustainability and valued environmental attributes) are considered in decisions relating to the environment; and
- to promote industry and community education and involvement in decisions about the protection, restoration and enhancement of the environment.

The Act is administered by the Environmental Protection Agency, who should be contacted in regard to any proposal that may have environmental impacts that need to be identified and managed.

### **Coast Protection Act**

The Act provides for the conservation and protection of beaches and coastal areas within South Australia. For the purposes of the Act, the subject site is considered coastal land as it lays within 100 metres of the mean high tide mark and is subject to the ebb and flow of the tides. The Act established the Coast Protection Board whose duties include:

- to provide for the recognition and protection of native title;
- protection of the coast from erosion, damage, deterioration, pollution and misuse;
- restoration of any part of the coast that has been subjected to erosion, damage, deterioration, pollution or misuse;
- development of any part of the coast for the purpose of aesthetic improvement, or rendering that part of the coast more appropriate for the use or enjoyment of those using it; and
- management, maintenance and improvement of coastal facilities that are vested in, or are under the care and control of the Board.

Through the Development Act, the Board is vested with power of direction on development matters affecting coastal lands.

### **Native Vegetation Act**

The Act aims to provide incentives and assistance to landowners in relation to the preservation and enhancement of native vegetation and to control the clearance of native vegetation. There are significant areas of native vegetation within the area, these therefore being covered by this Act.

Clearance of any native vegetation is prohibited under the *Native Vegetation Act*, 1991 unless there is an exemption that covers the clearance or specific consent is granted by the Native Vegetation Council. It is recommended that the Native Vegetation Council be contacted in regard to any proposal that requires the removal or disturbance to any native vegetation as would be the case for a proposed eastern facility.

### **Development Act**

The Act provides for the proper, orderly and efficient planning and development within South Australia. This is achieved through a variety of legislative instruments, including the accompanying Development Regulations and the Development Plans that provide direction for each local government area.

Of particular relevance for this study is Schedule 8 of the Development Regulations, which assigns the Coastal Protection Board the power of direction over any coastal development that involves:

- excavation and/or filling of coastal land where the volume exceeds 9 cubic metres in total, and/or
- placement of any structure or works for coastal protection, including erosion control devices.

This means that the Board can refuse any such applications, or if the relevant authority decides to consent or approve the development (subject to any other Act), the Board can impose conditions as it sees fit.

**Fisheries Act 1982**

This Act provides for the conservation, enhancement and management of fisheries, the regulation of fishing and the protection of certain fish; It provides for the protection of marine mammals and the aquatic habitat; to provide for the control of exotic fish and disease in fish, and the regulation of fish farming and fish processing; and for other purposes".

The principle objectives of The Act (Section 20) are to:

- ensure, through proper conservation, preservation, and fisheries management measures, that the living resources of the waters to which this Act applies are not endangered or over-exploited; and
- achieve the optimum utilisation and equitable distribution of those resources .

**Native Title Act**

The Native Title Act 1993 protects native title by the way it deals with the consequences of conduct which affects native title. The main objects of this Act are:

- to provide for the recognition and protection of native title;
- to establish ways in which future dealings affecting native title may proceed and to set standards for those dealings;
- to establish a mechanism for determining claims to native title; and
- to provide for, or permit, the validation of past acts, and intermediate period acts, invalidated because of the existence of native title.

**Aboriginal Heritage Act**

This Act provides for the protection and preservation of Aboriginal heritage. It is important that the requirements of the Act are complied with in the event that any items or sites of Aboriginal heritage are found in the study area. This includes notifying the relevant Minister of such discoveries.

**Marine Protected Areas (MPAs)**

In addition to the above legislation, a proposal is currently underway to introduce Marine Protected Areas (Marine Parks) across Australia. This legislation is significant in the context of this Strategy as it proposes a number of MPAs within close proximity to the Victor Harbor coastline that whilst not likely to be impacted upon by any boating facility upgrades/development, they may well have an impact on the destination habits of recreational fishermen and boat users within the region.

Later into this report a number of other environmental issues are addressed including the assessment processes for construction of any boating facilities and the management of environmental issues associated with any development.

**Regional Planning Strategy – Inner Region – Southern Fleurieu**

In addition to the above legislation the **Regional Planning Strategy – Inner Region – Southern Fleurieu** identifies the coast as an important area of habitat for significant flora and fauna. The Strategy promotes increased public access and acknowledges the requirement for development of appropriate infrastructure to support the enjoyment of the coast.

Other relevant objectives of the Strategy include:

- the preservation of the unique seaside character of Victor Harbor;
- to enhance key tourism and recreational focal points; and
- support provision of regional recreation and sport facilities in Victor Harbor.

## **2.6 Current Facilities**

There are four recognised locations for launching boats in the Victor Harbor area, these being:

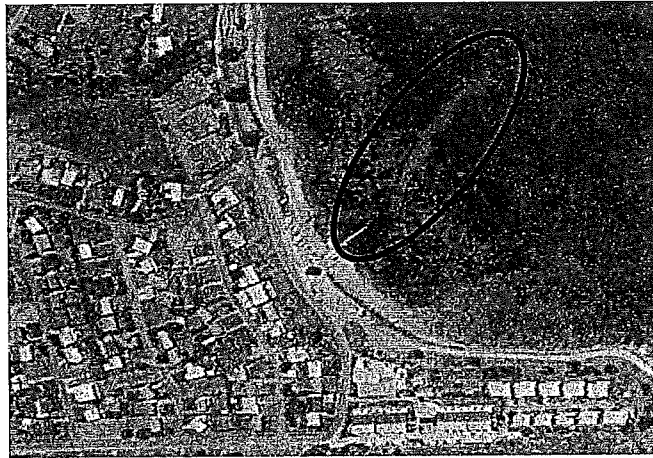
1. The Bluff Boat Ramp
2. The Causeway Boat Ramp
3. Kent Reserve
4. Victor Harbor Yacht Club

There are also berthing and swing mooring facilities on Granite Island these being reasonably protected by the island itself as well as the breakwater on the eastern end of the island. However the use of these facilities is generally confined to several commercial fishermen.

Anecdotal advice from these users is that the Granite Island jetty and environs is vulnerable to significant swells under certain conditions, this making loading and unloading in these conditions hazardous to both personnel and property. In addition the servicing of these facilities is made difficult by the limited access available across the Causeway.

There is also a small landing on the east side of the Causeway, near the mainland, this being currently used by a Paragliding Operator.

The following pages provide a brief summary of each of these facilities, including their features as well as any other observations or comments relating to their condition and any problems with their use, with the exception of the Yacht Club beach area. This study has not considered the Yacht Club facility further in this report.



## The Bluff

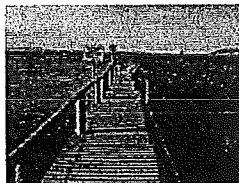


### Location

Street: Franklin Parade

Area: Encounter Bay

Marine Area: Rosetta Harbor



### Description

Largest formal boat ramp in area, frequently used by small to larger boats. There is an accompanying jetty and car/trailer parking. This facility has the highest usage for the area by the full range of boat sizes however it can cause problems for larger boats at low tide. It is really the only significant facility open to the sea between Cape Jervis and Cape Jaffa.



### Facilities

Concrete ramp. Two lanes

Basin and single lane channel

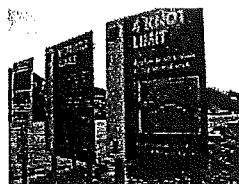
Lightweight timber jetty

Parking for approx 35 cars/trailers



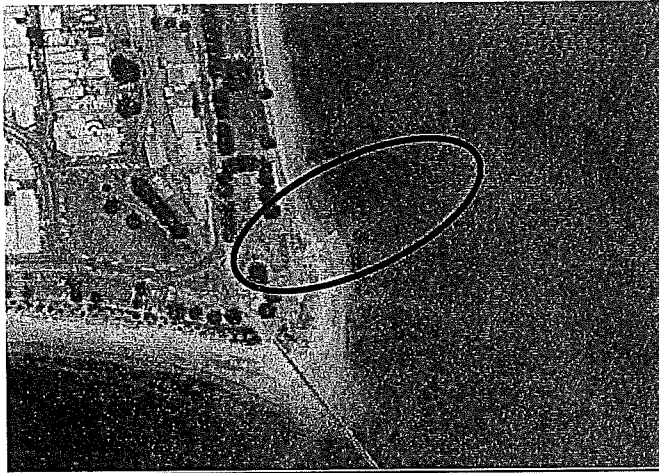
### Condition

Upper ramp in reasonable condition. Lower ramp starting to break away. Jetty has loose boards and needs more tyres to protect moored craft. Some markers have been damaged/misaligned, presumably by boat impact. Marker lights require upgrading. Car park requires upgrading.

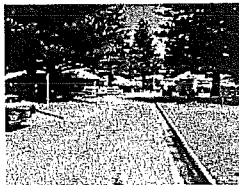


### Usage Capability

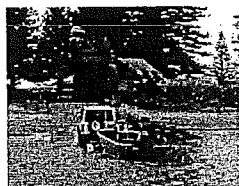
Most heavily used ramp in the region and has car/trailer parking available to it. Sheltered location generally provides good functionality for most users. Used by bigger boats although some difficulties during low tides. Jetty usage restrictions (no fishing) to minimise conflict between boat users and fishers.



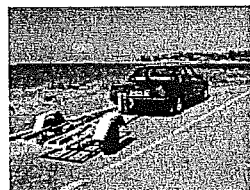
The Causeway

**Location**

Street: Ocean Street  
 Area: Police Point  
 Marine Area: Victor Harbor

**Description**

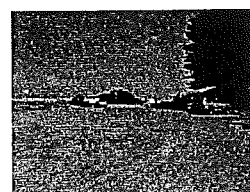
Only formal boat ramp east of Causeway.  
 Car/trailer parking for some 8 trailers and 9 cars.  
 Boat ramp facility at odds with adjacent land usage

**Facilities**

Concrete ramp  
 One lane  
 Narrow channel

**Condition**

Ramp currently in reasonable condition. Signage needs repair/upgrading.  
 Sand attrition occurring on north east side of ramp, but with build up on south east side.

**Usage Capability**

Used mainly by smaller boat owners but can be dangerous in rougher conditions. Used mostly by locals who can better manage the swell/surge conditions. This facility is at odds with the adjacent land use.



Kent Reserve

**Location**

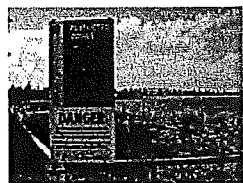
Street: Kent Drive,  
Area: Kent Reserve  
Marine Area: Davenport Anchorage

**Description**

Informal beach launching accessed from Kent Reserve and providing access to shallower water for small craft and wind surfers, jet skis etc

**Facilities**

Informal beach launching  
No defined channel

**Condition**

Beach launching area functional in reasonable weather conditions.  
Some evidence of sand disturbance in launching area sometimes requiring 4WD vehicles.  
New formal parking area nearby a benefit for users

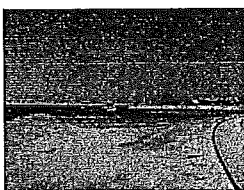
**Usage Capability**

Used by smaller boat users/wind/kite surfers.  
Nearby reef can cause problems due to water depth variations.





## Granite Island



### Location

Granite Island – north-eastern corner  
Area: Victor Harbor



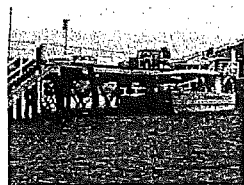
### Description

Dedicated pier and sheltered area on north east side of Island (protection provided by adjacent breakwater) used by commercial fishermen and tourism operators.



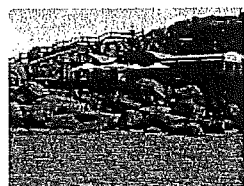
### Facilities

Breakwater  
Jetty  
Swing Moorings



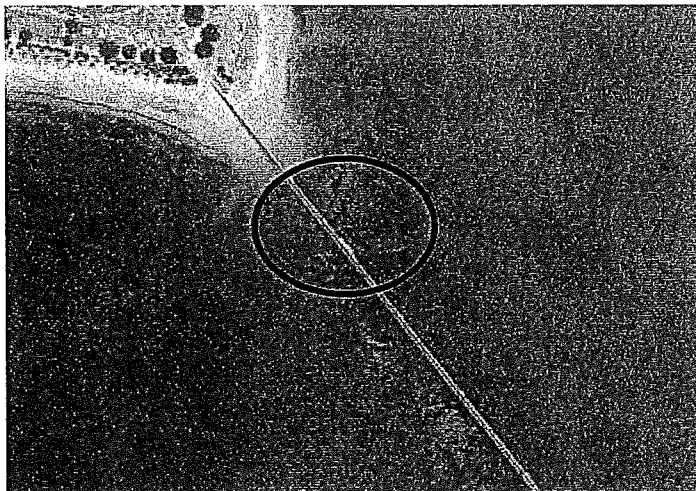
### Condition

Jetty in good condition.  
Moorings well secured.



### Usage Capability

Used for mooring larger commercial craft and recreational boats.  
Level of use varies according to season.  
Equipped for loading/unloading of commercial vessels.  
Jetty and mooring use at times compromised by swell and storm effects.  
Swing moorings leased.

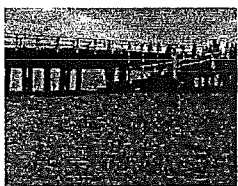


## Causeway Landing



### Location

The Causeway  
Area: Victor Harbor



### Description

Small lower landing on eastern side of causeway jetty, this providing limited berthing capacity for local tourism operator and smaller boats using Victor Harbor.



### Facilities

Small timber landing  
Channel (small, shallow and not well defined)



### Condition

No tyres to protect berthing vessels  
Landing appears to be in reasonable condition.



### Usage Capability

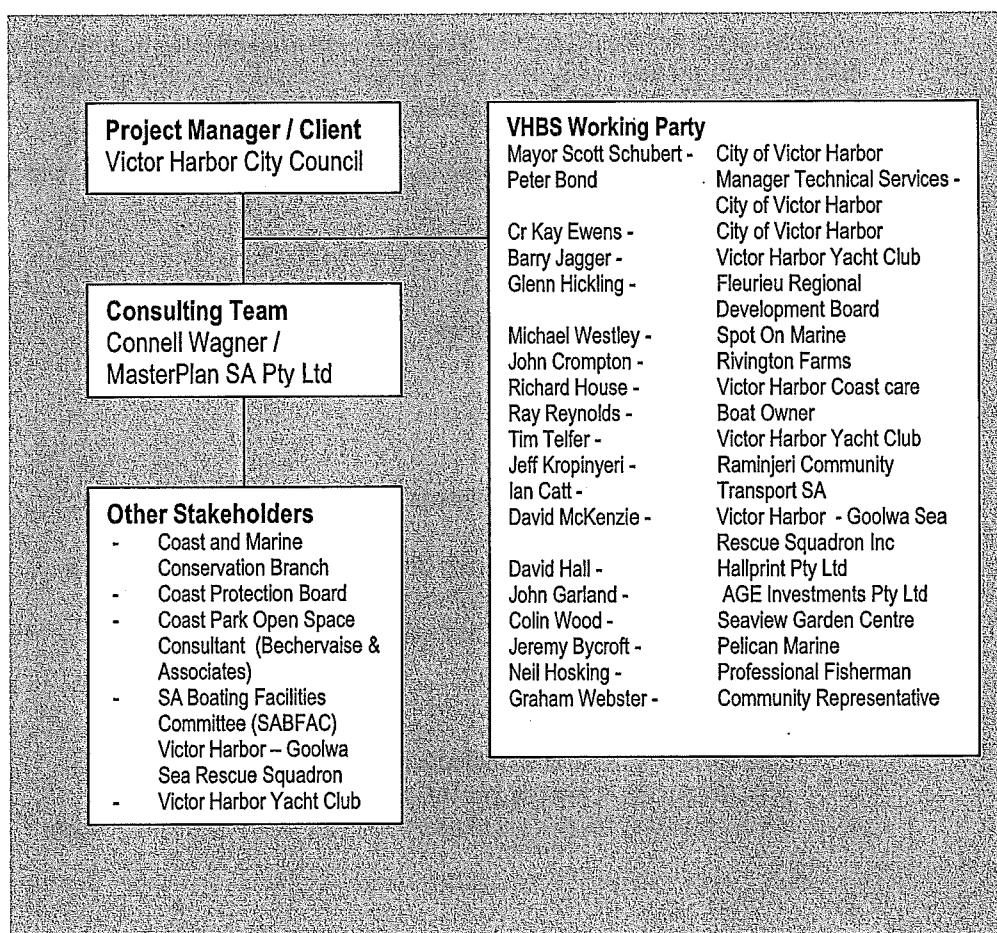
Used by smaller boat users/wind/kite surfers.  
Nearby reef can cause problems due to water depth variations.

### 3. Consultation

The direction (or brief) for this Strategy was formulated by the key players including Council, the Consultant team and the Victor Harbor Boating Strategy Working Party. Agency stakeholders such as the Coast and Marine Conservation Branch of the Department of Environment and Heritage and Harry Bechervaise of Harry Bechervaise and Associates, who has prepared the Victor Harbor Coastal Foreshore Park Open Space Plan, were also consulted during the course of the Strategy's development. Meetings were also held with the Coastal Management Branch and the South Australian Boating Facilities Advisory Committee.

Effective consultation was considered to be an important process in the development of the Victor Harbor Boating Strategy. This was in the main achieved through a series of working meetings (and numerous one on one meetings) with members of the Victor Harbor Boating Strategy Working Party. This group comprised of selected representatives of the Victor Harbor Community, Councillors and Council officers, Transport SA, Victor Harbor – Goolwa Sea Rescue Squadron and the Fleurieu Regional Development Board. In addition special focus, smaller group meetings were held to address particular issues relating to boating in Victor Harbor.

The channels of communication and Strategy participants were as follows:



The key objectives of the Working Party were:

1. To assist in the identification of key social, historical, physical and economic issues associated with boating in the region.
2. To provide input into the identification of issues relating to key boating sites within the study area.
3. To provide input into the most suitable outcomes to be considered in assessing future boating facility options for the area.
4. To represent the broader interests of the Victor Harbor community with regard to the future use and development of boating facilities.
5. To critically review the preparation of the strategy and assist in the development of recommendations on its most appropriate form of implementation.

At the initial or start up meeting, Working Party representatives were asked to name the one outcome they would like to see come from the development of the Boating Strategy. As the Working Party represented a cross section of the community, the responses provided a strong guide as to the focus of the group and their ability to contribute to the Strategy's development.

The responses to this question represented a number of views however, most were underlined by the need to provide improved facilities offering a safe environment for boat users. This emphasis on safety has therefore been considered a major factor in the development of the Strategy.

To assist further with the direction for the Strategy, the Working Party was asked early in the process **who** the Strategy would serve, **what** would be their expectations, **why** improved facilities were needed and **where** such facilities should be provided.

The following lists produced at this Working Party meeting summarise the Working Party members' responses.

***WHO the Strategy will serve?***

- Boat users (recreation, commercial)
- Sea Rescue Squadron
- Boating Spectators
- Schools
- Tourist operators
- State/Regional/Local Boating interests
- Funding Bodies
- Environmental Authorities including Coast Protection, EPA, Crown Lands
- Marine Industry including aquaculture
- Administrators of Marine Protected Areas

***WHAT is needed?***

- Safe Haven / An all weather facility both sides of the Causeway
- A facility capable of meeting Sea Rescue requirements
- An accessible facility accommodating boat users marine and vehicle needs

**WHY facilities are needed?**

- Ensure safety can be provided where sea conditions cause problems
- Demographic demands resulting from population growth and user demands
- Changing trends in boating (bigger and faster boats) demand improved facilities
- Need to accommodate commercial fishing requirements
- Current facilities are poorly managed and impact adversely on the surrounding environment

**WHERE facilities are needed?**

(Consideration was given to a wide range of sites and development options. The following areas generated the most discussion.)

- Rosetta Head (area between Whalers Inn and The Head)
- Kent Reserve
- Bridge Terrace
- Granite Island
- Possible Marina at mouth of Inman River
- Coral Street Jetty

As the process moved on, it also became very apparent from consultation with the Working Party and others with good knowledge of the region and past issues, that the environmental management or impacts of any new or improved facility must be clearly identified, understood and a strategy prepared for their management. Accordingly consultation was undertaken with officers of the Department of Environment and Heritage (Coast Protection Board and Coast and Marine Conservation Branch of DEH) to better understand their role and position in relation to providing improved facilities within this sensitive coastal environment.

Key points of discussion raised and recorded at these meetings included:

- Impact on marine environment from new/upgraded structures and increased boating use
- Marine Protected Area Process. Planning for MPAs will involve Minister in deciding location of zones and certain activities within the zones
- High energy coastline discourages smaller recreational craft – improved launch facility cannot change this.
- Need for detailed environmental analysis with any coastal development proposal
- An understanding of the volume of sand movement per annum and direction will be required for DEH to have confidence in concept plans
- DEH need to understand extent of a proposal before commenting but see great value in proactive approach. Good opportunity to concurrently review MPAs in association with new infrastructure.

## 4. Value Management and Vision

In the early phase of the project, a review of values and a statement of the vision was considered necessary to confirm the rationale and purpose for the strategy and thereby ensure that the proposed outcomes satisfy that rationale and hence the needs of the community. The vision is intended to guide the development of the strategy and the actions necessary for implementation and must be based on an understanding of the relevant values held by the community. It is also relevant to recognise that the strategy and its guiding vision are likely to change albeit in subtle ways over time. The vision was refined through the progress of the project following input at the Working Party meetings.

Following various iterations, at successive Working Party meetings, the vision was defined as:

***"A functional boating environment for Victor Harbor which achieves a balanced response to seasonal demand, environmental values, community safety and economics."***

As part of the understanding of the motivation for the project and the needs of the community, an examination of the values relevant to the stakeholders as representatives of the community, was undertaken. This examination occurred during the second Working Party meeting and an attempt was made to reinforce this process with completion of a table of preferences and priorities. This process did not really add to the values already identified during the earlier working party meeting and it was clear from the comments made by the Working Party that there was a strong desire to develop the Strategy rather than overanalyse the community's values beyond their identification as relevant guidelines. Nevertheless, these values set the framework and direction for the vision in order to best allocate resources between disparate and often conflicting aspects of the Strategy.

The values, their respective characteristics and components as identified were:

<b>Boating Recreation</b> <ul style="list-style-type: none"> <li>- Sail</li> <li>- Power</li> <li>- Activity</li> </ul>	<b>Community Safety</b> <ul style="list-style-type: none"> <li>- Boat Users</li> <li>- Water Participants</li> </ul>
<b>Natural Environment</b> <ul style="list-style-type: none"> <li>- Flora/Fauna</li> <li>- Coastal Processes</li> <li>- Marine Biota</li> <li>- Water Quality</li> </ul>	<b>Cost Implications</b> <ul style="list-style-type: none"> <li>- Cost to Develop/Upgrade</li> <li>- Cost to Maintain</li> <li>- Funding Availability</li> <li>- Competing Community Priorities</li> </ul>
<b>Economic Environment</b> <ul style="list-style-type: none"> <li>- Commercial</li> <li>- Charter Operators</li> <li>- Diving</li> <li>- Natural Features</li> <li>- Whale Watching</li> <li>- Fishing</li> <li>- Spin-off Activity               <ul style="list-style-type: none"> <li>▫ Fuel</li> <li>▫ Chandlery</li> <li>▫ Food</li> <li>▫ Servicing</li> <li>▫ Equipment/Maintenance</li> </ul> </li> </ul>	<b>Social/Cultural Environment</b> <ul style="list-style-type: none"> <li>- Beach Amenity</li> <li>- Coastal Park Theme</li> <li>- Walkers</li> <li>- Cyclists</li> <li>- Visual Amenity</li> <li>- European Heritage</li> <li>- Aboriginal Heritage</li> <li>- Education &amp; Awareness               <ul style="list-style-type: none"> <li>▫ Schools</li> <li>▫ Tourist Brochures</li> <li>▫ Signs</li> </ul> </li> </ul>

## 5. Issues

### 5.1 Introduction

The challenge of providing improved boating facilities in the Victor Harbor region has been a matter of CONSIDERABLE discussion for close to a decade. From the research undertaken to date there is at some locations a very obvious need to upgrade facilities not only to meet the user demands but also to ensure facilities are safe, efficient and remain environmentally sustainable. Upgrades to boating facilities however, require some caution as they can be expensive and can impact on the sensitive coastal environments if not planned and designed properly. Due to the level of interest of users and the wider community, upgraded or new facilities will be closely scrutinised. The development proposal for a new facility at Bridge Terrace, which generated substantial debate across various groups within the community is testimony to this process.

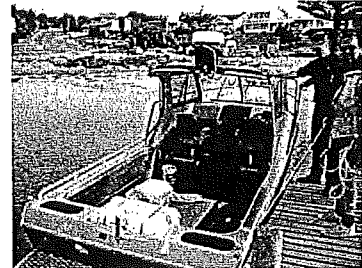
It is therefore important to understand the issues surrounding facilities. During consultation, issues relating to each of the sites were identified as well as both the existing and any proposed new issues in a broader sense which apply to the overall context. These include environmental impacts, useability (including safety and management), accessibility, land use interface and ownership, cultural issues and awareness.

Outlined in the following section is a discussion of these broader issues as well as those relating to the specific sites.

### 5.2 Safety

The safety of boat owners and users as well as the general public who might interact with boating activity in a passive sense, is considered to be of paramount importance in this study. In particular, the need to ensure response times for Sea Rescue are kept to a minimum in an emergency has seen a number of issues emerge about the suitability of current facilities in terms of location and protection.

It has been strongly argued that the level of Sea Rescue capability is compromised by what is considered by the boating community, as an inadequate provision of boat launching facilities in the Victor Harbor region. It is also argued that improved boat launching facilities, especially located on the eastern side of the study area should provide an improved level of Sea Rescue capability. Sea Rescue currently launches most of its craft from the Bluff Ramp, particularly its larger boats. This ramp provides immediate access to those areas west and south of the causeway but a longer trip is required to gain access to those areas east of the Causeway and Granite Island. Granite Island provides a substantial barrier and consequential time delay to Sea Rescue in the event of an emergency east of the causeway.



The case for a facility east of the Causeway is supported by the need to reduce rescue times to this immediate area as well as to areas eastwards towards Goolwa and the Murray mouth. Should such a facility be provided, it must be of a size and design to accommodate these bigger rescue boats. The current ramp at Police Point is restrictive and unable to be used by the larger rescue craft (or in fact any craft) in some conditions.

An alternative option for the provision of a permanent mooring in the shelter of Granite Island was also considered. This latter option is limited by the poor access across the Causeway as well as the vulnerability of moored craft to the more severe storm conditions.



The proposition of having an "all weather facility" has emerged as an important factor through the discussions on marine safety. This involved debate as to what constitutes an 'all weather facility' and who would use or benefit from such a facility. For example, an 'all weather facility' suggests a ramp that can be used safely in all weather conditions. Whilst a facility can in theory at least, be designed to meet this objective, it does not necessarily take into account the conditions at sea and the qualities required by boats and boat operators in managing the conditions. Clearly, it is hoped that

an inexperienced user will not venture into hazardous conditions despite there being an 'all weather facility' whereas Sea Rescue members, being more experienced, may be more prepared to respond to an emergency at such a time.

However, no user should risk life on the presumption that a facility offers 'all weather' protection. The use of any facility, no matter what its classification, will come down to the ability of the user to handle the conditions at sea. Hence a facility that accommodates vessels in all conditions is considered to perhaps be an over kill whilst a facility that serves the boating community in situations where the open water sea state is usable and the facility provides protection for launching and retrieval, is considered appropriate. The actual "level of protection" adopted will be a function of engineering design and cost.

In the context of this Strategy, the issue of safety should extend past the physical context to the social context as well. Specifically, education and awareness to all boat users along the Victor Harbor coastal area has emerged as a significant factor. Whilst for the current generation of users, this will be addressed through recommended improvements to signage and improvements to facilities, boating safety education for future generations of users including schoolchildren, is seen as a critical element in the delivery of a successful strategy.

### 5.3 Boating Demand

The boating demand for the Victor Harbor area appears to be on a steady increase with the added view that should boat launching and other facilities be improved, this growth would increase at a faster rate.

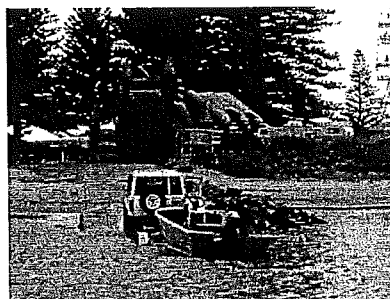
Previous studies on current and predicted boat usage in the Victor Harbor area have varied considerably and range from approximately 2,000 boat launchings (and therefore retrievals) per year at the low end up to 8,000 to 10,000 as a projected upper figure (this figure being quoted in the supporting documentation for the Bridge Terrace scheme). It is probably difficult to compare boat usage levels simply on population and boat ownership, as the waters of Victor Harbor are arguably more exposed and therefore more dangerous than many other boating destinations in South Australia. However, there should be no dispute that the population growth in the Victor Harbor area, increased boat ownership both in Victor Harbor and in other populated areas within day tripping distance of Victor Harbor, will result in an increase in boating numbers and therefore an increased need for boating facilities.





There are other issues relating to boating demand which have been raised during the consultation process and have a bearing on the provision of boating facilities. These include:

- Victor Harbor's strategic position as a tourist, recreational and marine activity destination
- The special and supporting demands of the diverse range of boat users including:
  - Sea usage
  - Accessibility
  - Car and trailer parking
  - Traffic management
  - Ramp size/capacity
  - Jetty conditions
  - Wash down facilities and waste management
  - Toilets and showers
  - Boating maintenance providers
- The beach and immediate waters used by the Yacht Club are considered ideal for smaller yacht and dinghy racing and this area should have separation from any proposed boat launching facility on the eastern side of the Causeway.
- Potential demand for overnight mooring for visiting boats (i.e. yachts, tourist craft and commercial fishermen) and the need to provide safe mooring for such users.



#### 5.4 Environment

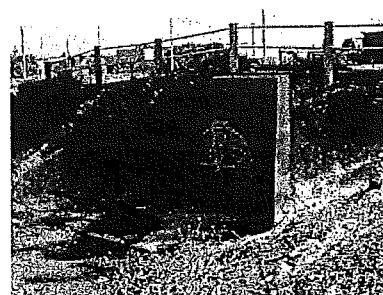
Despite the fact that the Victor Harbor coastal zone has been somewhat compromised by the progressive development of Victor Harbor, there is no question that its environmental value is highly regarded by the Victor Harbor community at large.

This heightened awareness of environmental value is likely to be further strengthened by the likely declaration of several Marine Protected Areas in the Victor Harbor vicinity and also in response to the debate that will invariably ensue in relation to the proposed Foreshore Coastal Park as described in the Bechervaise and Associates report of January 2004.



It is therefore imperative that any proposed boating facility upgrade be developed in full recognition of the environmental issues surrounding it and the need for clear and specific environmental management strategies for minimising and controlling the environmental impact of any proposed development. Understanding and responding to the legislative requirements outlined in Section 2 will also be an important part of this process.

The Boating Strategy has clearly demonstrated that the future upgrade or development of facilities must be accompanied by an appropriate level of environmental assessment. The Coast Protection Board requires all new proposals for coastal development to be reviewed by them. The Board has standardised procedures for review of any coastal development which require a detailed account of environmental impacts and management plans to manage the impacts.



Critical to the development process however, is an appreciation of the coastal/marine environment and processes inherent within, these including:

- An understanding of sand movement and reef conditions
- Off shore aspects including marine biota and seagrass habitat and movement
- Accessibility aspects including intrusion into Marine Protected Areas (MPAs)
- On shore environmental aspects including flora/fauna, Aboriginal and European heritage, dune systems, etc.

Outlined following are two examples of the level of information to be provided to enable an assessment of the impact of a coastal development, as specified by the CPB.

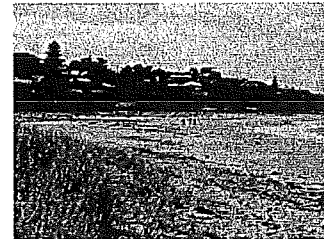
Assessment of the factors associated with the impact of the removal of seagrass need to include:

- Ability to maintain channel depths without frequent maintenance dredging.
- Potential blow out of the surrounding seabed area, resulting from seabed disturbance
- Impacts on the adjacent shoreline as a result of seagrass loss near shore,
- Impacts of smothering of the adjacent seagrass and algal beds,

The management of sand and seagrass should be critically considered and responsibility for management determined. The Coast Protection Board will not provide any assistance in cost of management, operation or remediation of impacts from the development

Predictions of sand movement – geomorphological study

- Hydrographic surveys to model natural surface of the seafloor
- Plots of predicted 'finished' sea floor levels after construction
- impact of the construction on the current and tide ebbs to see effects on sand movement.
- Cores of sea floor to assess likely deepening impact as a result of seagrass loss



#### **5.4.1 Environmental Protection, Biodiversity and Conservation (EPBC) Act Search**

To better understand the environmental considerations within the study area a search was conducted of the EPBC Act. This search report is included in Appendix E and in summary reveals the following:

##### **Matters of National Significance**

- Threatened Species – 27
- Migratory Species – 24
- **Other Matters Protected by the EPBC Act**
- Commonwealth Lands – 1
- Places on the Register of National Estate – 3 (includes Causeway, Screwpile Jetty and Breakwater (historic); Granite, Wright and Seal Islands and Encounter Bay Region)
- Listed Marine Species – 55 (includes Leafy Seadragon and Fur Seal)
- Whales and other Cetaceans – 12 (includes Spotted Bottlenose Dolphin)

### 5.5 Land Use/Availability/Ownership

Land use issues for existing facilities will primarily relate to recognition of all adjoining land uses and how the development or redevelopment of any facility will interface with these respective uses. Land availability will have an impact on the size and configuration of a facility as well as the opportunities and constraints for an upgraded or new development.

Land use problems might arise where the normal tasks of launching and retrieving of craft and the associated activities impact detrimentally on adjoining properties or areas. Without proper planning of a location and understanding the extent of supporting infrastructure, boating facilities may conflict with surrounding uses such as vehicle and pedestrian traffic, beachfront housing, open space and commercial activities.



The most obvious examples of existing land use conflict currently occurs at the Causeway ramp on Police Point where pedestrian/vehicle conflict at peak times is a major factor, and possibly at the Bluff where poorly defined parking areas and insufficient space cause traffic overflow into the adjoining roads and residential areas.

Land ownership for most coastal locations will be public ownership (Crown land) although the adjoining land may be in private ownership. Ownership issues in coastal locations can include matters relating to native title, easements and encumbrances, agreements and covenants which must be considered (and effectively managed) as part of any development.



#### 5.5.1 Cultural Heritage

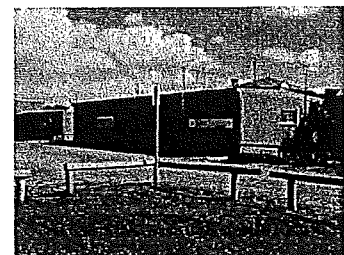
It is understood that there are Native Title claims applying to the Victor Harbor foreshore area however, their status has not been finalised. It is recognised that Kent Reserve has significant indigenous heritage value however no significant works are proposed in this area.

Nevertheless, for the remainder of the study area development of Crown Land for the purpose of a new boating facility or boating facility upgrades will require a clearance process, which can include a requirement to undertake archaeological surveys to ensure there are no unidentified sites that may be disturbed. Should any sites of significance be located, consultation with the relevant indigenous group(s) would need to be undertaken.

### 5.6 Education/Awareness

Education and awareness have been raised as significant issues in the context of developing the Boating Strategy. These issues should not be just confined to boat users but also extend across the community and focus on future boating generations (ie schoolchildren) and anyone that might use or visit the coast.

The education of boat users about the conditions of using a particular facility as well as the dangers of the overall Victor Harbor area will in the main come from on site signage and boating pamphlets specific to the region. It appears that current facilities do not provide the sufficient information to ensure boat users are fully aware of local conditions. In the past users have probably relied on word of mouth and first hand experience as the means of raising awareness of these issues



A key focus for education should be schoolchildren, specifically those in the region, about the hazards of boating in the waters off Victor Harbor. These children will be better informed when considering boating as a recreational (and possibly commercial) pastime and educating them in this way may well save lives in the future.

#### **5.6.1 Marine Protected Areas (MPAs)**

It appears that the level of education and community awareness on Marine Protected Areas (MPAs) has helped to get this message to boat users through targeted consultation and brochures about the introduction of MPAs. The State Government, in reinforcing the significance of the MPA legislation and the respective locations, will be undertaking further detailed consultation to ensure there is a high level of awareness and knowledge about this issue.

An indirect issue associated with the possible advent of MPAs will be the possible impact on the destination trends of recreational fishermen and marine sightseers (divers) and the consequential effects on the use of boat ramps. This situation will need to be monitored upon the introduction of MPAs.

### **5.7 Specific Sites**

Following the review of the global issues as outlined earlier in this section, the Working Party (through working meetings and by consultation with other key stakeholders) reviewed the following sites and identified and listed various key issues in relation to these sites.

#### **5.7.1 Bluff Ramp**

- Only protected boat ramp in region
- Poor location for eastern destinations
- Long travel times for Sea Rescue to eastern destinations
- Requires upgrade including – ramp, jetty, channel, signage
- Parking facilities and traffic movement inadequate
- Creates conflict between users (during peak usage).
- Waste management poor
- Land Availability issues with expansion/improvement
- No Amenities – toilets etc.

Significant discussion focussed on the perceived poor boating accessibility of some of the study area due to the westerly location of the only protected boat ramp at the Bluff. Even so, in some conditions the waters in the dredged channel and the immediate open waters are highly exposed and a challenge even for experienced users.

The jetty, ramp and channel all need some upgrading and have insufficient capacity to satisfy the needs of users at peak times. The existing land based facilities are somewhat limited at times by the lack of formal parking and traffic circulation arrangements. Consideration should be given to extending this area to accommodate increased use. Signage is also poor. The level of usage is considered by some to justify an amenities block in the immediate vicinity of the ramp. The location of the winch and Norfolk Island Pine have also generated comment, both positive (they help to define the lane width) and negative (they are in the way).

Overall there is strong support for improvement of this facility in the short term.

### 5.7.2 Kent Reserve

The Kent Reserve beach launching area has been generally accepted as being appropriate to cater for smaller recreational craft and beach launching. There is also recognition of the cultural significance (aboriginal) of Kent Reserve and potential for this to be an issue should any development in this area be considered. Similarly, the proximity to the Inman River estuary raises environmental concerns if any significant development in this vicinity is proposed.

A key consideration of this site is its proximity to the adjacent reef surrounding Davenport Anchorage, this both having environmental significance as well as posing some dangers to boat users. The key issues for this site are therefore:

- Limited to small craft beach launching
- Currently used for smaller craft such as dinghies, kayaks, wind and kite surfing
- Aboriginal heritage
- There is a sensitive marine environment and potentially dangerous reef just offshore from this area.
- Inman River estuary interface

The level of boating usage of this area, together with its environmental significance (both on and off shore) have resulted in the generally consistent view that there be no significant upgrade works at this site other than signage.

### 5.7.3 Granite Island

The Working Party discussed at some length the opportunity that the sheltered section of Granite Island provides for improved boating facilities. There appears to be some potential for accommodating cruising yachts and larger recreational craft which may be seeking a sheltered mooring between Wirrina and destinations beyond Goolwa.

The island is however poorly set up at present to accommodate an influx of recreational craft without impacting on the operations of the commercial fishermen who use the swing moorings or the jetty for berthing their larger fishing boats.

Access to the Island remains restricted and would continue to provide an impediment to any expansion of activity on the Island. Nonetheless, some discussion did focus on the opportunity to reinstate the Working Jetty in recognition of its place in Victor Harbor's history. The key issues relating to Granite Island boating facilities are therefore:

- Unpredictable level of protection in all weather limits mooring capability
- Underutilised sheltered mooring area
- Limited facilities to support recreational and commercial vessels
- Servicing accessibility limited by causeway
- Limited opportunity for commercial activities on Granite Island to benefit from boating
- Swing moorings inefficient solution for servicing/access/maintenance
- Poor waste management

The combination of the unpredictable effects of the more extreme sea conditions and the limited access to Victor Harbor via the Causeway mean that any upgrade of boating facilities on Granite Island is currently considered to be a low priority.

#### 5.7.4 Causeway Landing

The Causeway landing while not a particularly significant boating facility, was mentioned during working party meetings and has therefore been included in this list. The key features of this facility are:

- Poorly defined/shallow channel
- No land based facilities
- Current use by Para gliding operator creates activity and interest
- Accessibility constrained by tourist traffic and Causeway limitations
- Limited protection

The limitations of land based access via the Causeway with its conflicting uses, effectively prevents this facility from any significant upgrade, other than perhaps improved signage, lighting and delineation of the channel.

#### 5.7.5 Causeway Ramp

This boat launching facility conflicts with adjacent land uses in that it is located next to a highly used open space area which in season involves pedestrian activity that is generally inconsistent with boat launching activity. The relatively restricted access to the site results in significant pedestrian/vehicle conflict and effective operation is impeded by tourism operations, especially at peak periods.

The causeway ramp is also vulnerable to sand and seagrass accretion on the southern side as well as erosion to the north. In addition it has limited protection and is vulnerable to the effects of swell, this making it difficult to use by the uninitiated and the unwary. Clear and informative signage as well as improved channel markers are especially important for this facility, the key features of which are:

- Only boat ramp east of causeway
- Limited to smaller vessels
- Direct access to the Victor Harbor town centre, Granite Island and relatively protected leisure water
- Vulnerable to sand build up and storm damage
- Not all-weather and subject to surge
- Dangerous to uninitiated and inexperienced boat users
- Impacts significantly on adjacent land uses

This boat ramp, while not ideal due to its inappropriate location, and questionable level of protection, is the only boat launching facility of any significance east of the Causeway. It should arguably be retained but only with minimal improvements until such time as a better facility is available.

#### 5.7.6 Eastern Ramp

This facility does not exist at this time but the need for such a facility has been argued previously, this being the basis for the previously proposed Bridge Terrace scheme. Key features of such a facility are:

- Would provide direct access to the waters east and south of the Causeway and Granite Island
- Definite need for improved Sea Rescue response in all weather
- Potential integration of public facilities for boating purposes.

- Environmental issues require careful management – sand, seagrass, water quality
- Potential impact on foreshore facilities
- Limited land available to support such a facility
- Other facilities may need to be relocated/redesigned to cater for such a facility
- Bridge Terrace Scheme was considered to be controversial and did not proceed
- Considerable negative community attitude to size (of the Bridge Terrace scheme) and environmental issues
- Demand figures vary for such a facility
- Opportunity to integrate with stormwater management (based on location similar to Bridge Terrace scheme)
- Arguably there is an opportunity for a more modest facility (in size and level of protection) than the Bridge Terrace scheme

## 6. Options

### 6.1 Introduction

Having identified and considered the various issues associated with the different boating facilities in the Victor Harbor area and also the boating environment as a whole, some considerable effort then went into the examination and review of the range of options that might be possible for the future development of boating in Victor Harbor so as to be included as part of the Victor Harbor Boating Strategy. These are discussed under the same headings used in Section 5 and will be used as the basis for selecting the strategic actions which are provided in Section 7.

### 6.2 Safety

The safety of boat users in the Victor Harbor area currently is and will continue to be an important issue for this Boating Strategy as well as this being a driving force in the case for both the upgrading of existing boating facilities and also for a new facility somewhere to the east of the Causeway. This matter was described in some detail in Section 5.2, and the options for improvement are set out as follows:

- A comprehensive and sustained education programme is considered to be key factor in the raising of the awareness of the Victor Harbor community and especially the existing and potential future boating community as to the unique and potentially highly dangerous off shore waters in this region. Obviously if boat users only go to sea when conditions are safe to do so, the need for Sea Rescue services would be greatly diminished. Hence the education focus should be a key element for improvement in boating safety in the Victor Harbor area.
- Improved and consistent signage relating to the full range of boating facilities throughout the Victor Harbor area, with the appropriate warnings to boat users of the dangers of this region, should become an integral part of the education process as described in the previous point.
- The development of a safety strategy that includes the role of Sea Rescue. There is a need for significantly improved facilities that would allow for safe launch and return retrieval by Sea Rescue personnel in all but the most extreme weather conditions.

### 6.3 Boating Demand

There has been considerable debate as to what the boating demand is currently, assuming no change in the standard of current boating facilities, as well as the level of demand should facilities be upgraded. As was mentioned in Section 5.3 it can be strongly argued that the level of boat use both based on the existing level of facilities as well as following facility upgrade, will continue to increase, the question being how far might this be and how do we know. In responding to this uncertainty, the options for improving our confidence in demand figures, might include:

- Upgrade the Bluff boat ramp such that a ramp fee can be charged, this process providing a counting mechanism for boat usage at the facility. This approach can obviously be applied to other sites as well. This information could be used to establish a data base of boat usage, this being based on regular monitoring of existing facilities and including a coordinated and consistent traffic count on a regular basis, this including both peak and off peak periods. It is considered important to attach some rigour to this process, and have it carried out by credible personnel (eg Council personnel), to ensure the integrity of the data. The current data which has been obtained from a variety of sources and includes occasional counts and anecdotal reports of boat facility usage has been questioned as to its accuracy as well as there being significant variation between differing sources.



#### **6.4 Environment**

There is no question that the Victor Harbor coastal zone and off shore marine areas are highly valued for their amenity and environmental significance. This fact has been reinforced in the Victor Harbor Coastal Foreshore and Open Space Plan prepared by Bechervaise and Associates in January 2004.

The existing level of foreshore infrastructure has in some cases impacted quite severely on the coastal environment, however the greater level of community awareness today means that any future development will be afforded a high level of scrutiny, as has been demonstrated by the response to the Bridge Terrace boat launching facility on the section of coastline to the east of the Causeway.

Any future development will require not only a thorough examination of the environmental issues relating to the proposed development but also clear strategies for the management of such impacts both during construction and for the duration of operational life of the facility.

#### **6.5 Land Use/Availability/Ownership**

Because land availability along the Victor Harbor foreshore is at a premium, existing boating facilities are invariably located in a manner that gives rise to overlap and potentially conflict with adjacent land uses. Any options for new facilities are also similarly constrained by the availability of land as well as the potential impact any proposed facility might have on adjacent land uses. In considering the various options for either upgrade of existing facilities or for the provision of a new facility, the question of land use/availability/ownership will be an important one.

When considering the option for an eastern boat launching facility, consideration was given to co-locating such a facility with the Yacht Squadron and Sea Rescue, however despite this apparently providing an opportunity for sharing of such a facility, other factors more strongly favour the selection of a preferred location further south.

#### **6.6 Education/Awareness**

Having explained in some detail in Section 5.6 the benefits of educating all ages of the Victor Harbor community as well as potential boat users from outside the community, as to the uniqueness and challenges of the boating experience within the Victor Harbor area, the following options are suggested as being appropriate to raise the level of community understanding on boat safety as well as providing adequate information to boat owners and users and that this be updated and reinforced on a regular basis.

- Establish education programmes in primary and secondary schools on this subject.
- Ensure tourist offices and operators strongly reinforce the theme of the uniqueness and challenges of the Victor Harbor boating experience, this not just applying to boat users but also the general public, this particularly including the partners and families of boat users who are likely to provide powerful messages in addition to those received by the boat users themselves.
- Ensure that the signage relating to boat operation and safety throughout the Victor Harbor region is consistent, easy to follow and clearly warns of the dangers of boating under certain conditions.
- Establish a community hazard warning system such that this is communicated to the general community and boat users by a variety of means, eg over the radio, by activating a hazard warning device (visual and/or audible) which has the maximum chance of being noticed and understood by boat users both before and during their particular boating operation.

## 6.7 Specific Sites

### 6.7.1 Bluff Ramp

In recognition of the Bluff ramp's status as the most protected and used boating facility in the Victor Harbor region, it is appropriate to undertake upgrade works to promote and enhance this role and to provide a safer and more functional facility which responds to user needs, especially during peak periods.

Any changes to the Bluff ramp will impact on the marine environment both in relation to changes in the sea floor profile as well as to the effect on marine flora and fauna. The extension of the carpark and formalisation of access areas should have minimal environmental impact as these areas are already degraded from current activity and in fact the upgrade works should, on balance, result in environmental improvements.

The options for upgrading the Bluff boat ramp might include:

- Upgrading the boat ramp, the channel, the jetty and parking areas to provide greater safety, an improved rate of boat launching/retrieval, more parking for cars and trailers, improved and safer circulation and operation as well as an improved standard of lighting, this including both navigational lighting and area lighting.
- Establish a relationship between the operator of this boat ramp (VHCC) and the Whalers Inn such that there might be complementary benefit of this liaison, such that shared carparking might be an option, complementary facilities might be provided and perhaps some additional land made available by reclamation adjacent to the boat launching facility and in front of Whalers Inn.
- Provide a ticketing system for boat ramp users, this both providing some revenue that might go towards maintenance of the facility as well as providing a measure of patronage which should be reliable and easy to monitor.
- Carefully assess the environmental impact of any proposed upgrade works and develop an appropriate strategy for managing such works.
- Recognise the environmental value of the area adjacent to the Bluff boat launching facility and ensure that the impact of any upgrade works on this area is minimised and properly managed.
- Upgrade the signage at the boat ramp and in the general vicinity so as to clearly inform patrons of their responsibilities from an operational, safety and carparking point of view, this signage being part of an overall theme for boating in the Victor Harbor area.
- Specific upgrade works
  - Widen and deepen channel and swing basin
  - Install floating pontoon
  - Upgrade existing jetty
  - Remove winch
  - Upgrade trailer parking from 40 to 60 spaces
  - Improve traffic flow
  - Review intersection at Solway Crescent
  - Upgrade water and stormwater management
  - Provide waste disposal facilities
  - Incorporate bicycle/pedestrian path in accordance with the principles of the Foreshore Coastal Park Study.
  - Possible removal of Norfolk Pine
  - Provision of an amenities block (although this facility perhaps should also be considered in the broader context of community needs)

### 6.7.2 Kent Reserve

There have been several schemes proposed for upgrade of the Kent Reserve area to provide a significantly higher level of boating facility, and at least one of these included inland waterways and mooring berths in the mouth of the Inman River. It has been generally acknowledged that any scheme of this type and scale should not proceed due to the environmental significance of this area and the relatively shallow and rocky offshore area in the vicinity of Davenport Anchorage. The options for development of Kent Reserve are therefore directed towards maintaining the status quo, both from an amenity and functionality point of view.

- Retain the existing beach launching area which provides beach launching in a relatively informal manner and with reasonably safety especially in calm conditions.
- Ensure signage of this area is very clear from a boating point of view thus advising intending boat users of the potential dangers of boating in Victor Harbor waters, such signage being consistent with the overall theme for boating in the wider Victor Harbor coastal area.
- Maintain existing beach access

### 6.7.3 Granite Island

The Granite Island boating facilities have a long history however some of these have been built and abandoned over time. Significant improvements have occurred in more recent years, these including a breakwater on the eastern end of Granite Island and a significant jetty structure to the west of this. Despite this, boating facilities in this sheltered portion of Granite Island have a number of shortcomings and are generally confined to loading and unloading from the jetty, limited use of swing moorings in the sheltered portion of this bay and occasional mooring by visiting cruise yachts looking for shelter and/or supplies as they move around the coast between Wirinna and Cape Jaffa.

Boating facilities on the island are significantly compromised due to the restricted access both for personnel and supplies to and from Victor Harbor to the island. Options for operational improvements might include:

- Install the integrated signage system for boating at Victor Harbor
- Investigate infrastructure facilities for commercial and recreational vessels
- Consider the demand and need for improved boating facilities on Granite Island, these including the rebuilding of the Working Jetty and better mooring (and support facilities) for cruising yachts.

### 6.7.4 Causeway Landing

The Causeway landing has a limited role due to its poor accessibility, and the shallow and unprotected water, and lack of services. Options for improvement are therefore limited to the following:

- Consider upgrade options for channel, landing, signs
- Promote use by tourist operators where appropriate
- Install an integrated signage system for boating at Victor Harbor

### 6.7.5 Causeway Ramp

The options for upgrading of the Causeway ramp should be confined to improved safety and education of users for its most effective use despite its serious constraints. As discussed in Section 5.7.5, this facility should only be retained until such time as alternative improved facilities are available. Upgrade options therefore include:

- Implement user pays ticketing system
- Install an integrated signage system for boating at Victor Harbor
- Decommission after the completion of an alternative facility
- Widen/deepen channel
- Upgrade markers
- Warn of dangers when using facility

### 6.7.6 Eastern Ramp

The case for an Eastern boat ramp responds to the demonstrated growth in the regional population, boat ownership growth and the need to provide better and safer access to the waters east of the Causeway and Granite Island for recreational and commercial boat users and Sea Rescue craft.

From an environmental perspective it is recognised that significant work is required to assess the environmental impacts on land and at sea prior to a firm decision to proceed with a detailed design and funding case for this site. Notwithstanding this, investigations to date have indicated that the general area in the vicinity of the Bridge Terrace proposal is probably the best area for such a facility. Additional work on the level of protection, water depth, breakwater design and stormwater management will be necessary prior to the ultimate selection of the final location and configuration.

Cheshire's report (1997) indicates concern that marine habitats would be impacted by such a development proposal, however both algae and invertebrate communities and seagrasses can, and are known to survive in the vicinity of established boat ramps and related structures.

Options for such a facility would therefore need to include or should consider:

- Alternative locations and land availability
- Environmental impact factors and their management
- Traffic access and parking demand
- Integration with Victor Harbor Foreshore Plan
- Sea Rescue access to areas east of the Causeway and Granite Island
- Incorporate coastal park requirements
- Installation of an integrated signage system for boating at Victor Harbor
- A user pays ticketing system

## 7. Strategic Actions

### 7.1 Introduction

Through a process of consultation with the Victor Harbor Boating Strategy Working Party, key stakeholders, other interested parties and members of the general public, the issues relating to the development of an improved boating environment at Victor Harbor as set out in Chapter 5 have been examined and reviewed. From this review options were identified and developed as presented in Chapter 6. The strategy that follows provides guidance to the implementation of a series of interrelated actions affecting several locations and the wider community. It is set out under the same six key headings used to identify the issues and the options including Safety, Boating Demand, Environment, Land Availability/Ownership, Education/Awareness and Specific Sites.

This Strategy is based on the Vision and Values as discussed and outlined in Section 4. These are repeated following:

#### VISION

***"A functional boating environment for Victor Harbor which achieves a balanced response to seasonal demand, environmental values, community safety and economics."***

#### VALUES

- Boating recreation
- Community safety
- Natural environment
- Social and cultural environment and heritage (including indigenous culture)
- Economic environment including costs
- Education and awareness

For each key issue the strategy provides:

- An objective;
- A clear set of actions;
- Identification of the parties with primary responsibility;
- Possible Partnerships
- An indicative time frame;
- An indicative cost estimate; and
- 

The Strategic Plan is a live document subject to ongoing review and change.

The Strategy also provides a valuable reference document and link for incorporation into other key strategic documents and planning processes including funding submissions. Other linked documents may include Council's Corporate Strategy, Councils Corporate Budget, Planning Strategy and related documents.

## 7.2 Safety

Objective – Develop a boating environment in the Victor Harbor region which recognises safety as the prime consideration for all boat users and in doing so creates a culture of awareness, interaction and co-operation between users of the coast and associated facilities

Ref.	Action	Responsibility	Partners	Priority/ timeframe	Indicative Costing \$'000
S1	Review Sea Rescue operations and its charter to determine its capacity to meet the sea rescue needs of boat users in the region recognising the limitations of current facilities	VHGSRS	VHCC TSA	October 2005	1
S2	Undertake a safety audit of the existing facilities	VHCC	TSA	December 2005	1
S3	Develop an integrated signage system for the region (refer ED3)	VHCC	CPB, TSA	December 2005	Refer ED3
S4	Monitor ongoing performance and service of Sea Rescue operation	VHGSRS	VHCC, SABFAC, BIA	November 2005 (& Annually)	3 per annum

## 7.3 Boating Demand

Objective – Provide facilities to better serve existing and future boating demand/expectations.

Ref.	Action	Responsibility	Partners	Priority/ timeframe	Indicative Costing \$'000
BD1	Establish a boating facilities data base to include (for example): 1. boat registrations with post codes 5211-5214, 2. boat launching counts during known peak periods including hourly counts of boat trailer numbers at or near facilities. 3. boat type 4. boat user destination survey	VHCC	VHYC, BIA, TSA	June 2005	10 (establishment)
BD2	Develop a "user pays" system as a means to collect facility use data	VHCC		Project Dependent	



#### 7.4 Environment

Objective – Boating facility upgrades, expansion or development that have regard to the conservation and environmental values of the Victor Harbor coast.

Ref.	Action	Responsibility	Partners	Priority / timeframe	Indicative Costing \$'000
E1	Undertake baseline environmental studies and records of all sites	VHCC	DWLBC, DEH, EPA, CPB, PIRSA	December 2005	25+
E2	Identify and establish a management strategy for environmental issues associated with the upgrade of boating facilities or development of new facilities.	VHCC	DWLBC, DEH, EPA, CPB, PIRSA	Project Dependent	*
E3	Undertake an environmental monitoring program associated with peak boating demand at existing facilities to be used to gauge potential impact of development, both existing and future.	VHCC	DWLBC, DEH, EPA, CPB, PIRSA	October 2005 (& Annually)	10pa

\* Included in project cost

#### 7.5 Land Availability/Ownership

Objective – To identify and secure appropriate land to meet the spatial requirements of any boating facility proposals.

Ref.	Action	Responsibility	Partners	Priority / timeframe	Indicative Costing \$'000
LA1	Identify relevant land for development options	VHCC	TBA	April 2004	2
LA2	Determine ownership of land and identify restrictive covenants / encumbrances / native title claims / agreements that may affect future coastal (boating) development.	VHCC	TBA	As appropriate with development proposal	2
LA3	Develop planning policy to reserve land / access etc which may be required for future development options	VHCC	DEH, TSA	June 2005	5
LA4	Investigate Native Title Claims and / or Aboriginal heritage considerations of any proposed boating facility development options	VHCC	DoSAA, DEH	Project Dependent	*



## 7.6 Education/Awareness

Objective – An informed community which recognises the need for the proper and safe use of the unique and challenging environment of the Victor Harbor coast

Ref.	Action	Responsibility	Partners	Priority/ timeframe	Indicative Costing \$'000
ED1	Develop an education package available to all students and the wider community in the Victor Harbor area for use annually (and as appropriate).	VHCC	Victor Harbor Schools, Tertiary Institutions, TSA	December 2005	10
ED2	Prepare a brochure which promotes the uniqueness of the Victor Harbor boating environment and includes very clear warnings to boat users as to their responsibilities and to the potential dangers	VHCC	Educators, Tourism Providers, SATC, TSA	December 2005	15
ED3	Upgrade signs for all boating facilities within the Victor Harbor area to establish a universal theme which is clear and consistent across all facilities.	VHCC	CPB, TSA, VHGSRS	December 2005	40
ED4	Provide clear and site specific instructions to boat users for individual facilities, clearly identifying the potential dangers to boat users	VHCC	CPB, TSA, VHYC, VHGSRS	December 2005	20

## 7.7 Specific Sites

Objective – Develop a range of facilities to better serve the varied boating needs and safety requirements of the community.

### 7.7.1 Bluff Ramp

Objective – Upgrade the Bluff boat ramp to recognise its status as the most protected and used boat launching facility in the Victor Harbor region.

Ref.	Action	Responsibility	Partners	Priority/ timeframe	Indicative Costing \$'000
BR1	Undertake a constraints analysis to determine its capacity for expansion.	VHCC	CPB, PIRSA, DoSAA, DWLBC, TSA	October 2005	10
BR2	Establish a development strategy based on outcomes of BR1 with a view to undertaking the following upgrade works: 1. Install a pontoon style boat ramp thus providing two launching lanes in addition to a third lane adjacent to the existing timber jetty. 2. Widen and deepen the swinging basin adjacent to the ramp area as well as the approach channel (to meet Australian	VHCC	CPB, PIRSA, DWLBC, TSA, SATC	Construction during 2005/2006 Financial Year	1100





Ref.	Action	Responsibility	Partners	Priority / timeframe	Indicative Costing \$'000
	Standards) 3. Review and reconfigure the access, circulation and parking areas associated with the operation of this boat ramp to provide improved function, operational efficiency and improved safety for boat users and bystanders, pedestrians, etc. 4. Upgrade signage.				Refer BR2
BR3	Undertake investigations into: 1. coastal processes, seagrass and sand movement 2. coastal environment including marine flora and fauna 3. requirements to cater for mean sea level rise	VHCC	CPB, PIRSA, DWLBC, TSA	Construction during 2005/2006 Financial Year	Refer BR2  40 10

### 7.7.2 Kent Reserve

Objective – To maintain Kent Reserve as an informal small boat launching facility

Ref.	Action	Responsibility	Partners	Priority	Indicative Costing \$'000
KR1	Maintain Kent reserve facilities for small vessels	VHCC		Ongoing	
KR2	Upgrade signage	VHCC	CPB, TSA	December 2005	Refer ED3/ED4

### 7.7.3 Granite Island

Objective – Consider options for improved boating facilities on Granite Island recognising the constraints applying to this location.

Ref.	Action	Responsibility	Partners	Priority	Indicative Costing \$'000
G11	Upgrade signage in the general vicinity of the Granite Island Jetty.	VHCC	CPB, TSA	December 2005	Refer ED3/ED4
G12	Investigate potential demand for overnight berthing and temporary moorings in the vicinity of the Granite Island jetty	VHCC	BIA	December 2006	5
G13	Based on G12, undertake a detailed site analysis of the area between the former Working Jetty and current pier to determine suitability for overnight berthing and floating pontoons in response to demonstrated demand and environmental constraints.	VHCC	CPB, TSA, PIRSA	June 2007	20
G14	Investigate easements, encumbrances, lease issues, etc.	VHCC	DEH/TSA	December 2005	2

#### 7.7.4 Causeway Landing

Objective – Maintain the Causeway Landing for its current use, but monitor the performance of this arrangement with respect to access, safety and general suitability.

Ref.	Action	Responsibility	Partners	Priority/ Timeframe	Indicative Costing \$'000
CL1	Upgrade signage on and in the vicinity of the Causeway Landing and install channel markers	VHCC	CPB, TSA	December 2005	Refer ED3/ED4 5

#### 7.7.5 Causeway Ramp

Objective – Remove the Causeway Ramp and return beach to its natural profile.

Ref.	Action	Responsibility	Partners	Priority/ Timeframe	Indicative Costing \$'000
C1	Manage the Causeway boat ramp within its current limitations and undertake the following safety improvements: 1. Upgrade signage 2. Undertake regular maintenance to ensure that the channel is kept clear of sand and weed build up. 3. Review and upgrade channel markers	VHCC	CPB, TSA	December 2005 Ongoing	Refer ED3/ED4 10 per annum 10
C2	Subject to an alternate eastern facility being constructed, remove the ramp and reinstate the beach	VHCC	CPB, TSA	TBA	50-70

#### 7.7.6 Eastern Ramp

Objective – Provide a safe boat ramp which minimises the impact on adjacent marine and terrestrial environment

Ref.	Action	Responsibility	Partners	Priority/ Timeframe	Indicative Costing \$'000
ER1	Develop a concept for a new facility providing safe boating access to the east of the Causeway and Granite Island	VHCC	CPB, PIRSA, DWLBC, TSA	June 2006	20
ER2	Undertake investigations into: 1. coastal processes, seagrass and sand movement 2. coastal environment including marine flora and fauna 3. requirements to meet sea level rise	VHCC	CPB, PIRSA, DWLBC, TSA	June 2007	40 10



ER3	Undertake design and construction requirements for: 1. breakwater configuration 2. traffic & pedestrian movement and parking layouts 3. stormwater management 4. amenity and visual impact 5. Integrate design with the Coastal Park Plan	VHCC	CPB, PIRSA, DWLBC, TSA	December 2007	75
ER4	Construct new facility	VHCC	CPB, PIRSA, DWLBC, TSA	2007/2008	3000
ER5	Provide signs	VHCC	CPB, TSA	2007/2008	Refer ED3/ED4

### 7.8 Management

Objective – Manage the implementation, review and monitoring of the Boating Strategy

Ref.	Action	Responsibility	Partners	Priority / timeframe	Indicative Costing \$'000
M1	Establish a Boating Facilities Committee with a suggested charter to manage the implementation of the Boating Strategy	VHCC		Feb 2005	
M2	Undertake priority actions in accordance with the Strategy	VHCC		Ongoing	
M3	Manage the implementation of the actions (monitoring and review)	VHCC		Ongoing	
M4	Establish maintenance plans for each site, review and update annually	VHCC		Ongoing	
M5	Undertake ongoing liaison with key user and interest groups	VHCC		Ongoing	
M6	Establish a programme for funding for 2005-2007 to enable the progressive implementation of the Strategy	VHCC		April 2005	
M7	Identify planning policy requiring amendment	VHCC		Project Dependent	
M8	Prepare submission to Council for inclusion into next Section 30 review	VHCC		April 2005	
M9	Undertake annual performance review of Strategy	VHCC		Annually	
M10	Produce regular documentation for reporting to the designated Partners	VHCC		Ongoing	



## 8. Potential Funding Sources

This section identifies the potential funding sources that may be available to assist in the implementation of the Strategy and the actions identified.

Clearly a major challenge is for Council to identify what funding assistance might be available to implement the key strategic actions, in particular:

- Upgrading the Bluff Boat Ramp; and
- After fully investigating the range of issues, and subject to a positive outcome, implementing works for a ramp east of the Causeway.

To support the case to potential funding agencies, several key considerations relating to Victor Harbor need to be highlighted, these including;

- The unique boating environment around Victor Harbor
- The demographic growth of the region as well as the increased demand for boating
- The safety needs associated with the dangerous waters
- Pressure to maintain and enhance the capacity of Sea Rescue in the region
- The need to achieve improved accessibility to the areas east of Granite Island and the Causeway.

During consultation the Working Party expressed concern that funding assistance for both the Bluff Ramp and potentially an eastern facility may be difficult to achieve. In response to this question, Mike Cooney, CEO of the South Australian Boating Facility Advisory Committee (SABFAC) advised that Victor Harbor, despite being one of the most popular boating destinations in SA, has perhaps not received its share of funding perhaps due to the difficulty in formulating approved projects.

SABFAC represents the major (state) funding source for any new facility and in consideration of the key points listed above should support a significant level of funding for future facilities in the Victor Harbor region. The clear distinction in timing and purpose between the Bluff Ramp (existing and in need of upgrade) and an eastern ramp (to meet future demand, safety and accessibility needs) should ensure that one site does not prejudice the other from funding. Significant funding for both sites will represent the best solution for Victor Harbor and the wider Fleurieu Region, as well as the boating community of South Australia.

SABFAC, through its State Boating Levy revenue estimated to currently be \$1.3 million per annum, has previously provided funding (on a dollar for dollar basis) of up to \$500,000 for major site upgrades but more recently has provided funding of \$750,000 for the Port Broughton ramp based primarily on the user demand and population growth for this region. Compared with Port Broughton, Victor Harbor and its surrounding areas represent a significantly larger population which has a high growth rate and on this basis, it should be well placed to achieve significant funding for both the Bluff upgrade as well as potentially a new eastern facility.

The breakdown funding for the Port Broughton new ramp is provided as a recent example:

SABFAC	\$750,000
Regional Development Infrastructure Fund	\$370,000
Wakefield/Port Pirie Council	\$200,000
Regional Solutions Program	\$170,000
SA Tourism Commission	\$100,000
<i>(source – Mike Cooney CEO SABFAC)</i>	



Note that SABFAC only funds the works element of a facility.

SABFAC is also currently considering a funding proposal for new site at Port Lincoln in the order of \$750,000 (to be matched dollar for dollar by Council)

The Port Broughton example indicates how a funding program can be put together by a Boating Facility Working Party with assistance from Council and the Regional Development Board officers who based on the previous information, should be prepared to seek funding for both the Bluff Ramp upgrade as well as a possible eastern ramp, this recognising the much longer time frame of an eastern facility.

### 8.1 Funding Sources/Programs

Listed following is a range of suggested funding sources at State and Commonwealth Government level which might be available for capital improvement works which are consistent with the specified actions for this Boating Strategy.

State Government		
Source	Program	Website
Transport SA SABFAC	Regional Boating Facilities Fund	<a href="http://www.transport.sa.gov.au">www.transport.sa.gov.au</a>
Tourism SA	SATC Tourism Development Fund	<a href="http://www.satc.sa.gov.au">www.satc.sa.gov.au</a>
Office of Regional Affairs	Regional Development Infrastructure Fund	<a href="http://www.cibm.sa.gov.au">www.cibm.sa.gov.au</a>
Department of Environment and Heritage	Coast Protection Board – Coastal Funding Schemes	<a href="http://www.environment.sa.gov.au">www.environment.sa.gov.au</a>
Department of Treasury and Finance	SA Emergency Services Funding Act 1998	<a href="http://www.parliament.sa.gov.au">www.parliament.sa.gov.au</a>
Strengthening Communities	Building Stronger Local Communities	<a href="http://www.communitynet.sa.gov.au">www.communitynet.sa.gov.au</a>

Commonwealth Government		
Source	Program	Website
Commonwealth Department of Transport and Regional Services (DOTARS)	Regional Partnerships	<a href="http://www.regionalpartnerships.gov.au">www.regionalpartnerships.gov.au</a>
Aus Industry Commission	Australian tourism Development Program	<a href="http://www.ausindustry.gov.au">www.ausindustry.gov.au</a>

Further details of these potential funding sources is provided as follows:

#### Transport SA

Transport SA administers control over marine activities including commercial and recreational boating. Marine Safety is high on Transport SA's agenda and opportunities exist for funding through the South Australian Boating Facility Advisory Committee (SABFAC).



**SABFAC**

SABFAC controls the Recreational Boating Facilities Fund which is responsible for establishing, maintaining and improving boating facilities throughout the State. Local Government is represented on the SABFAC, which makes recommendations as to which projects and facilities should be funded through this Fund.

**The Emergency Services Funding Act 1998** provides a funding opportunity through the Emergency Services Levy, which is based on the cost of delivering Emergency Services to South Australians.

The levy is paid into a dedicated fund for the exclusive use of the Emergency Services' including Metropolitan Fire Service (MFS), Country Fire Service (CFS), State Emergency Service (SES), Volunteer Marine Rescue, Surf Life Saving South Australia (SLSSA), Royal Volunteer Coast Guard etc.

**Coast Protection Board**

The Board has two funding opportunities – for Councils and Community Groups. Grants to Council are issued annually and can cover up to 80 percent of the project value.

Community Participation Grants are issued on an ongoing basis, in amounts up to \$2,750 and are intended for small projects, such as revegetation and fencing. These grant applications need the approval of the land custodian, in this instance Council, to be approved.

Both of these grants are only issued for projects that conserve and enhance the coastal environment.

**South Australian Tourism Commission - Tourism Development Fund**

The TDF is administered by the South Australian Tourism Commission, and provides up to \$50,000 in dollar-for-dollar funding, for projects that have considerable tourism benefit. The next round of applications will be in March and April 2005, and yearly from then onwards.

**Australian Tourism Development Program**

The ATDP is a competitive grants program in two categories, and as such each application for funding will be compared to other bids for funding in each category from across Australia.

Under the ATDP, the Australian Government has allocated \$19 million over four years, commencing in 2004-05, to encourage the development of tourism across Australia. In addition, the remaining two years of funding from the Regional Tourism Program (\$2.5 million in each of 2004-05 and 2005-06) has been re-allocated to the ATDP, which provides a total allocation of \$24 million over four years.

The ATDP is administered by AusIndustry in the Department of Industry, Tourism and Resources and will encourage the development of tourism across Australia by supporting a range of projects that:

- Fill a gap in existing products and services and/or add significantly to a suite of attractions and facilities;
- Contribute to long term employment, economic growth and development;
- Facilitate collaboration and partnerships between tourism organisations and/or operators to more effectively capture market opportunities;
- Have spill-over benefits to other tourism and non tourism businesses;
- Show effective business planning and market research-based tourism development planning; and
- Support the development of "Platinum Plus" products (ie exceptional experiences with superior standards) that are consistent with the "Brand Australia" theme.



## **9. Monitoring and Review**

One of the most important stages in the implementation of the Strategy will be its on-going monitoring and review. This stage is of critical importance if the progress of the Strategy's implementation is to be measurable and if community acceptance is to be maintained.

Council and its stakeholders will need to review this Strategy regularly to confirm that the conclusions and proposed strategies remain valid. As new information comes to hand such as the changes in demographic profile, new Government policy or major infrastructure opportunities, the Strategy may need to be modified.

Monitoring and evaluation activities within the scope of the Strategy need to be undertaken continually. It is recommended that Council undertake an annual review of the Strategy and its implementation program.



# ***Appendix A***

***Document Register***



## REPORTS

ID:	R1	TITLE:	Bridge Terrace Boat Ramp and Safe Harbour - Overview of Project
<b>Major Outcomes</b>			
VICTOR HARBOR: Higher population growth than rest of state, particularly elderly/retired and school age population. There is also a steady increase in visitor numbers.			
VICTOR HARBOR TOURISM STRATEGY, 1993 (p. 1): This identified the need for development of "a marina, boat ramp, boat hire and associated services at the mouth of Inman River and/or adjacent to the Yacht Club.			
LOCATION (p. 1): Currently, best boat ramp for launching small boats is adjacent to the Bluff. Ramp is limited, which implies that in bad weather, the access is hazardous. The ramp regularly fills with sand on Northern side of causeway. The small boat ramp is subject to sand and seaweed accumulation. Wells render ramp unsafe.			
BOATING BODIES: Majority request location in vicinity of Yacht Club.			
SEA RESCUE: Total support for present proposal.			
GOOLWA REGATTA YACHT CLUB: Total support, but would only launch and retrieve their rescue boat. Have had past enquiries to host national events, however unable due to lack of safe launching facility.			
USAGE: Large increase in users from the Adelaide Metro			
SOUTH COAST URBAN GROWTH STRATEGY (p. 5): Identified the growth potential in an area offering a coastal urban environment.			
SOUTH COAST RECREATION, ENVIRONMENT & ECOLOGY NETWORK (SCREEN): They are promoting the tourism potential of the area.			
ACCESS: Provided by road direct to Bridge Tce -> travelers can reach ramp without going through the city centre.			

ID:	R1(cont)	TITLE:	Bridge Terrace Boat Ramp and Safe Harbour - Overview of Project
<b>Major Outcomes</b>			
PEDESTRIAN/BIKE (p. 7): Walkway behind carpark. Council also considering a bikeway along the coastline.			
<p><b>MARINE:</b></p> <ul style="list-style-type: none"> <li>• At proposed ramp, the reef area diminishes and the beach gradually increases in width (widest at the Hindmarsh River outlet)</li> <li>• Wave action (primarily) causes along shore movement of sand.</li> <li>• On site, some movement of sand along the beach will occur &amp; some will tend to accumulate against the breakwaters.</li> <li>• Dominant wave force comes from ocean swell. This approaches the 'site' from the North-East (approximately parallel to the beach). This is an indicator that there is NOT a major along shore drift.</li> <li>• Considerable quantities of seagrass accumulate in this area'. Breakwater configured so that the 'bulk of the seagrass will be pushed past the entrance and continue to accumulate on the beach as present'.</li> </ul> <p><b>ECOLOGGY:</b> Other breakwaters demonstrate 'that sea creatures rapidly occupy them' and they 'provide excellent shelter from predators'. 'An increase in fish population has been found to occur.'</p>			
ID:	R2	TITLE:	Phase 1 & 2 Reports
<b>Major Outcomes</b>			
<p><b>A. OVERVIEW OF PROJECT</b></p> <ul style="list-style-type: none"> <li>• Same as R1, but new info relating to DEMAND: Victor Harbor, Goolwa Sea Rescue Squadron have estimated that approximately 20,000 to 25,000 boats are launched annually at Victor Harbor (this figure proved to be inaccurate in R9(b) report).</li> </ul> <p><b>B. Phase 2 Report</b></p> <ul style="list-style-type: none"> <li>• DEMAND (p. 6): usage of approximately 10,000 boats annually could be expected (c.f. current figures of 2600 boats)</li> <li>• WAVE CONDITIONS: all waves affecting the site are generated by wind conditions either locally or in distant seas: <ul style="list-style-type: none"> <li>➢ East &amp; south-easterly winds generate waves, which directly approach the site.</li> <li>➢ Size of these waves limited by the fetch, which increases as the wind direction goes towards the south.</li> <li>➢ Distant southerly &amp; westerly winds can cause waves on-site due to refraction. Refraction occurs when waves move into water of differing depth.</li> <li>➢ Refer diagram on page 9</li> </ul> </li> <li>• WAVE HEIGHT: Maximum significant wave height is 3 metres.</li> </ul>			

<ul style="list-style-type: none"> <li>• <b>BREAKWATER DESIGN:</b> Long flat slope used to absorb the run-up of the waves more effectively than a steep slope. This method also limits reflection of waves.</li> </ul>		
<ul style="list-style-type: none"> <li>• <b>ADJACENT COASTLINE:</b> <ul style="list-style-type: none"> <li>➢ Seagrass accumulates along all adjacent beaches, particularly at the site.</li> <li>➢ This seagrass is torn from the seabed and brought to shore by wind &amp; wave action.</li> <li>➢ Northerly movement of sand in the area.</li> <li>➢ This is NOT a major shore drift.</li> </ul> </li> </ul>		
<ul style="list-style-type: none"> <li>• <b>MARINE ECOLOGY</b> (p. 15): Expected loss of 1 ha of seagrass bed directly due to the development and a temporary reduction in vitality of adjacent beds over an area of 5-10 ha.</li> </ul>		
<ul style="list-style-type: none"> <li>• <b>LITTORAL DRIFT</b> (p. 20): <ul style="list-style-type: none"> <li>➢ Sand moves northwards from the causeway - will accumulate against any breakwater and a fillet of sand will be built out against the structure.</li> <li>➢ Therefore, sand flow will no longer reach the beach to the north.</li> <li>➢ However, it is believed that beaches to the north are not reliant and operate in their own system.</li> </ul> </li> </ul>		
<ul style="list-style-type: none"> <li>• <b>SEAGRASS:</b> Will come ashore either side of the development. A concentration of seagrass can be expected at these points.</li> </ul>		
<b>ID:</b>	<b>R3</b>	<b>TITLE:</b> Review of Bridge Terrace - Boat launching Ramp
<b>Major Outcomes</b>		
(pg 2-2 missing – this covers 'configuration of on-shore facilities)		
<ul style="list-style-type: none"> <li>• This review appears to randomly address topics from the original design reports by John Chappell Engineers. Further, the topics addressed could be considered to be brief and trivial. There is little reference to: <ul style="list-style-type: none"> <li>➢ movement/drift of sand, seagrass and seaweed</li> <li>➢ pollution</li> </ul> </li> <li>• Also, reasons for the harbour reconfiguration appeared to be based on a survey showing different levels for the sea floor compared with drawings we have. Reason for steepening batter slopes of the breakwater are brief.</li> </ul>		

<b>ID:</b>	<b>R4</b>	<b>TITLE:</b>	Bridge Terrace Boat Launching Ramp - Response to Review
<b>Major Outcomes</b>			
Whole document doesn't tell us anything new – except that Chappells opinion of the Brown and Root report isn't that high!			

<b>ID:</b>	<b>R5</b>	<b>TITLE:</b>	Market Assessment of Proposed Boat Ramp at Victor Harbor
<b>Major Outcomes</b>			
<ul style="list-style-type: none"> <li>Reports task is to determine the likely usage of the proposed boat ramp if it were to be constructed.</li> <li>RESULTS: Expected 11,000 launchings for 04/05 financial year (if boat ramp had have been built and operational by 01/02). This figure is for all of Victor harbor boat launching facilities. The report assumed 50% would launch from the new boat ramp and 50% from the existing ramp near the bluff.</li> </ul>			

<b>ID:</b>	<b>R6</b>	<b>TITLE:</b>	Comments on SARDI and Thompson Tregear Report
<b>Major Outcomes</b>			
<ul style="list-style-type: none"> <li>SARDI REPORT: Survey of usage patterns was conducted before 8am twice out of 56 occasions. Many lobster fishers return before 8 or 9am as they fish for a hobby before heading to work, or after work.</li> <li>Population growth within 20km of Victor Harbor should be better linked to expected increase in the number of boat registrations.</li> <li>Boats over 6m in length need to be considered/included in any predictions. These make up a considerable number.</li> </ul>			

<b>ID:</b>	<b>R7</b>	<b>TITLE:</b>	Appendix 6,7,8 - Sub Regional Analysis - Key Assumptions
<b>Major Outcomes</b>			

<b>ID:</b>	<b>R8</b>	<b>TITLE:</b>	Boat Ramps
<b>Major Outcomes</b>			
Local Councils list information about their boat ramps such as: road access, parking, ease of launch, shelter, and general comments.			

<b>ID:</b>	<b>R9</b>	<b>TITLE:</b>	Boating Ramps (includes pics of Victor Harbor)
<b>Major Outcomes</b>			
Rating of Victor Harbor's 3 Boat Ramps.			
PARKING: Inadequate at ramp near Yacht Club			
ROAD ACCESS: Good			
SHELTER: Reasonable			
LAUNCHING: Adequate to poor adjacent Yacht Club. Localities at the bluff and east of the causeway rated better - launching allowed at most tides.			

<b>ID:</b>	<b>R10</b>	<b>TITLE:</b>	Victor Harbor Recreational Boating Strategy Working Party - Charter
<b>Major Outcomes</b>			

<b>ID:</b>	<b>R11</b>	<b>TITLE:</b>	Victor Harbor Boat Ramp Development Application - Proposal
<b>Major Outcomes</b>			

<b>ID:</b>	<b>R12</b>	<b>TITLE:</b>	Victor Harbor Boating Strategy and Action Plan - Tender Proposal
<b>Major Outcomes</b>			

<b>ID:</b>	<b>R13</b>	<b>TITLE:</b>	The SA Representative System of Marine Protected Areas - Technical Report
<b>Major Outcomes</b>			

ID:	R14	TITLE:	Southern Fleurieu Coastal Action Plan (for the Coastal Working Group)
<b>Major Outcomes</b>			
Major functions of the SA State Agencies involved in Coastal Management (p. 5)			
List of Key Coastal Issues of the Southern Fleurieu (p. 6)			
Use of drift & exclusion fencing, pathways, weed removal & plantings, in order to protect sand dune areas.			
Development of a 'corridor of green' to allow movement of species along the coast & between riparian corridors: part of the region's biodiversity strategy. Eg. The lower valleys & estuaries of the Hindmarsh & Inman River			
<p>Marine Protected Area (MPA) p. 9:</p> <ul style="list-style-type: none"> <li>Land based activities affecting quality of water discharge need to be addressed.</li> <li>Encounter Bay area should be managed primarily for conservation purposes</li> </ul>			
<p>Land based discharges (p. 11)</p> <ul style="list-style-type: none"> <li>Victor Harbor WWTP, secondary treatment, discharge to Inman River</li> <li>Urban stormwater from VH discharges into Inman River</li> <li>Rural sediment &amp; nutrients from the Inman River Catchment</li> </ul>			
<p>Tourism, Recreation and Population Growth Demands (p. 13)</p> <ul style="list-style-type: none"> <li>Population growth table (1991 - 2006)</li> <li>3/4 of South Australians Visit VH once a year; 71% of these are day trips</li> </ul>			
<p>Conservation of Places of High Conservation &amp; Heritage Value (p. 15)</p> <ul style="list-style-type: none"> <li>Rare or threatened species; coastal paperbarks at the mouths of the Inman &amp; Hindmarsh Rivers</li> <li>Sustainable management; Inman &amp; Hindmarsh Estuaries are to be buffer and not compromised by land management practices upstream or on adjacent properties</li> </ul>			
<p>GLOBAL WARMING/CLIMATE CHANGE</p> <ul style="list-style-type: none"> <li>Mean Sea Level (MSL) expect to rise by 0.3m from 1990 levels by 2050.</li> <li>Two key concerns have not been answered: (a) will storms be as frequent, (b) will change in weather patterns alter average wind and hence wave directions</li> </ul>			

Local Action Plans:		
<ul style="list-style-type: none"><li>• Inman River – the Bluff: raised nutrient and turbidity levels around the Inman estuary are rated a very high priority.</li><li>• Hindmarsh River/Bridge Terrace – Warland Reserve – Inman River (east side):<ul style="list-style-type: none"><li>➢ Diverse seagrass and algal community through Encounter Bay</li><li>➢ Wooden Groynes near river mouth should be removed – unsightly, detract from VH tourism image</li><li>➢ Dunes adjacent Bridge Terrace: thoroughly weed infested and degraded from vehicular and pedestrian movements (especially for sightseeing – whales etc.) Weed removal and erection of fencing recommended.</li><li>➢ Stormwater outfall: beach lowered, contribution of litter. Recommended that council respond to EPA voluntary stormwater codes.</li></ul></li></ul>		
ID:	R15	TITLE:
Recreational Boating Development Plan (Lower Murray, Murray Lakes and Coorong)		
Major Outcomes		
Document not reviewed yet – a number of pages missing		
ID:	R16	TITLE:
Recreational Boating Development Plan (Upper Spencer Gulf - Port Augusta)		
Major Outcomes		
ID:	R17	TITLE:
Recreational Boating Facilities - Design Guidelines (DRAFT)		
Major Outcomes		
FACILITY REQUIREMENTS (p. 15):		
<ul style="list-style-type: none"><li>• Should demonstrate economic and social benefit</li><li>• Must meet an identified demand for the facility and be economically viable</li><li>• Must assess likely demand for the facility, in quality and quantity, using existing boating patterns.</li><li>• Survey of users of other local boat ramps to determine expectations</li><li>• Must be of benefit to the broader community, with benefits being easily identifiable</li></ul>		
ACCESS: ramp is pointless unless readily accessible by road, and must lead to boating destination with existing or potential interest.		

**PLANNING CONSIDERATIONS:**

- Boating pattern in the area
- Site proximity to boating destinations
- Soil conditions – stable foundations required
- Tide, current and wave conditions – “Due to the effects of waves and currents, it is preferable that ramps not be constructed in area exposed to open sea conditions or on coastal beaches. These locations may be subject to bank erosion, siltation and instability. Such conditions can be partially eliminated using protection devices such as groynes. However, these are costly and environmentally undesirable, often impacting negatively on wave and tidal current behaviour and causing degradation of the coastline.”

**ENVIRONMENTAL CONSIDERATIONS** (p. 18): “consideration should be given to the impact of the proposed facility on the foreshore and marine environment and its recreational, heritage, conservation, and social values. Boat launching facilities should not be located where ramp activities will result in an adverse impact on the existing amenity of the area.”

**WAVE ACTION** (p. 25) – wave climate to be considered both as an extreme event in terms of infrastructure survival and acceptable climate for boating. Consider wave fetch, hydrography and local wind data for site.

**LITTORAL SEDIMENT TRANSPORT** – a man made structure which interrupts or alters sediment transport may cause accretion or erosion either near or at some distance from a facility. “The potential impact of a proposed facility on the local coastal processes should be considered, particularly if protection works such as groynes or breakwaters are contemplated.”

**DESIGN CRITERIA** – issues to consider are as follows (pp. 23, 24):

- **USE** – size and type of vessels using facility, catering for average range of sizes, frequency of use (launching per annum, seasonal spread and weekend peaks), access for the disabled and elderly, access for emergency vehicles and the evacuation of injured persons.
- **MANAGEMENT** – a usage fee, maintenance and repairs, day to day operation if required.
- **LOCATION** – channel size with sufficient width and depth for boats to access at any tide level, minimise littoral sand transport or silt deposition, appropriate bank and near shore profile to minimise cut and fill (therefore less subject to silting and undercutting), minimise cross currents, minimise exposure to waves.

ID:	R18	TITLE:	Recreational Boating Facilities Fund - Application for Funding
<i>Major Outcomes</i>			



## NEWSPAPER ARTICLES

ID:	A1	TITLE:	"The Times" – South-Eastern Newspaper
<b>Major Outcomes</b>			
Front page, date not know, from article "Chappell backs ramp proposal: but no guarantee on seaweed"			
<ul style="list-style-type: none"> <li>SAFETY: Chappell claims "breakwaters needed to be lengthy to locate the entrance outside the breaking zone for most storm events."</li> <li>Useability of ramp: Long breakwaters needed to minimise sand deposition and infiltration by seaweed.</li> <li>BOATING DEMAND: Chappell estimated 10,000 launchings annually, B&amp;R estimated 3,300 at the bluff and 4,000 at the new site.</li> </ul>			
ID:	R2	TITLE:	"The Times" –Victor Harbor boat ramp proposal: Facts, History & Debate –Thursday August 24, 2000, pp. 27 – 32.
<b>Major Outcomes</b>			
"Perceived benefits of the project" (p. 27)			
<ul style="list-style-type: none"> <li>ECONOMIC: attracting and enhancing tourism.</li> <li>DEMAND: ensure adequate facilities exist for quick and efficient sea rescue. Time taken for rescue boat to get from Bluff Boat Ramp to eastern side of Granite Island is considerable.</li> <li>NO ALTERNATIVE: Other ramps unable to upgraded to meet predicted needs, or inappropriately located.</li> <li>SAFETY: to ensure the safe launch and retrieval of craft in all weather and tidal conditions.</li> <li>ACCESS: There is nowhere in VH for large trailer sailors and larger motor craft to be launched safely.</li> <li>DEMAND: 1,156 registered boats within VH and the surrounding areas. There are 30,000 registered boats within 2hrs drive of VH.</li> </ul>			
"Victor Harbor Yacht Club" – opinion of Tim Telfer, President (p. 28)			
<ul style="list-style-type: none"> <li>ACCESS: Conditions too dangerous on side of causeway where existing boat ramp is located for the purposes of hosting major race events. VH Yacht Club could only host races with ramp in proposed location. Adelaide metropolitan fishing clubs do not hold events down there because of dangers involved with existing ramp.</li> <li>SAFETY: presently difficult for rescuers to get to causeway boat ramp in summer when there is a lot of road traffic. Most incidents occur on eastern side of causeway, and so if rescue diverted to Bluff boat ramp, can take a lot longer to get to distressed persons.</li> </ul>			
"Community Concerns: The Case against" (p. 29)			
<ul style="list-style-type: none"> <li>COASTAL PROCESSES: considerable disruption to the sand and seaweed movement. Concerns raised over increased petroleum based by-product finding its way into the bay from motor boats.</li> <li>UTILISATION OF BEACH: the remaining beach after the facility has been built may be hampered by seaweed build up.</li> </ul>			

<ul style="list-style-type: none"> <li>• AMENITY: Carpark will completely bisect beach, reducing frontage, and other recreational access.</li> <li>• BOATING DEMAND: following groups may not use it as much as speculated. <ul style="list-style-type: none"> <li>➢ Anglers/recreational fishers – better fishing spots on western side where ramps already exist.</li> <li>➢ Divers – very few as visibility in bay is not good.</li> <li>➢ Boaters – predominate winds are South easterly, therefore the current ramps are better located</li> <li>➢ Yachties – trouble with onshore winds.</li> </ul> </li> <li>• ACCESS: proposed boat ramp not financially viable when considered in terms of cost per launch. Launch fees limited to \$5 - \$10 to be competitive, yet cost per launch could vary depending on financing from \$21 to \$159 (see table p. 29)</li> </ul> <p>Opinions (only those of note included_ (pp. 30, 31)</p> <ul style="list-style-type: none"> <li>• Neil Hosking for Professional fishermen: requests EIS before proposed ramp goes any further.</li> <li>• Victor Harbor Coast Care: <ul style="list-style-type: none"> <li>➢ 10 ha of seagrass damaged or removed, reducing nursery area and food sources for fish, removing what anchors the sand.</li> <li>➢ Practicality <ul style="list-style-type: none"> <li>▪ Vessels usually put to sea at dawn or dusk when there is little in the way of tourist traffic around the existing boat ramps.</li> <li>▪ Sea next to proposed location can be dangerous, therefore not very attractive to recreational users</li> <li>▪ Impediment of long shore drift, causing build up of sand on channel opening side, and scouring of causeway side.</li> <li>▪ If fee is charged for launching/retrieving boats, this will drive people to go and use the free bluff ramp.</li> <li>▪ Development of ring road will provide better access to Bluff ramp.</li> </ul> </li> </ul> </li> </ul>
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ID:	R18	TITLE:	Victor Harbor Boat Ramp Development Application - Proposal
Major Outcomes			

## ***Appendix B***

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### ***Concept Plans***

THESE SKETCH DRAWINGS HAVE BEEN PREPARED TO SHOW POSSIBLE UPGRADE OPTIONS AND TO DERIVE INDICATIVE COST ESTIMATES FOR UPGRADE WORKS.

[illegible]

Connell Wagner Pty Ltd ABN 64 005 139 673  
 24 Weymouth Street Adelaide  
 South Australia 5000 Australia  
 Telephone: +61 8 8231 4786  
 Facsimile: +61 8 8231 4785  
 Email: [ConnellWagner@cw.com.au](mailto:ConnellWagner@cw.com.au)

**Clients:**

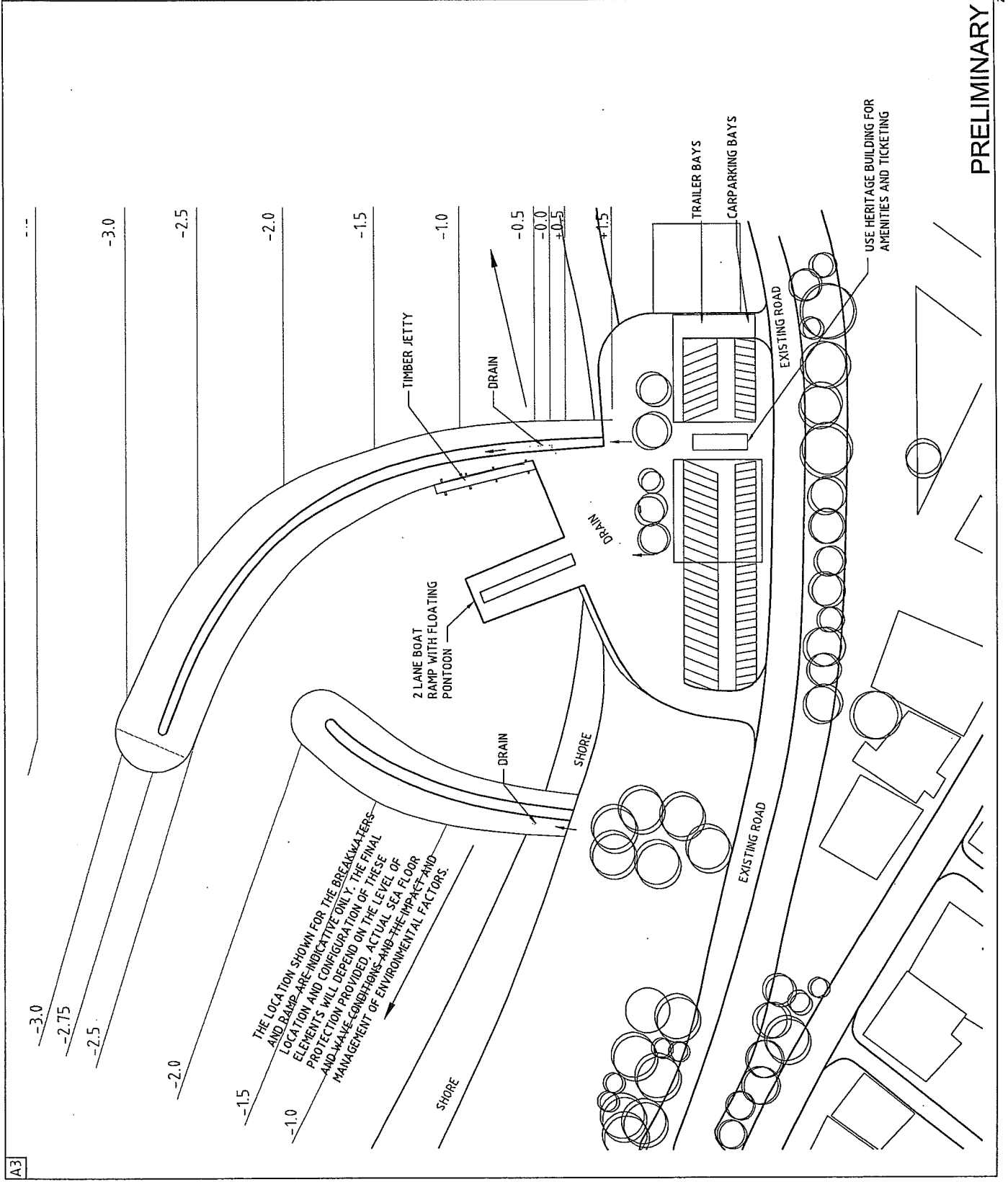
# VICTOR HARBOR BOATING STRATEGY

# THE BLUFF RAMP UPGRADE CONCEPTS

Drawn	MSB	Date	AUG. 04
Designed	KRB/IDI		
Verified			
Approved		Scale	1:1000
CIVIL PROJECT No.		Drawing No.	REV.

CW Project No.	Drawing No.	Rev.
G072.01	SK01	





**IMPORTANT NOTE:**  
THESE SKETCH DRAWINGS HAVE BEEN PREPARED TO SHOW POSSIBLE UPGRADE OPTIONS AND TO DERIVE INDICATIVE COST ESTIMATES FOR UPGRADE WORKS.

THE ACTUAL LOCATION AND EXTENT OF THESE UPGRADE WORKS WILL BE DEPENDENT ON FURTHER INVESTIGATIONS OF ENGINEERING AND ENVIRONMENT FACTORS AND AVAILABLE FUNDING.

No.	Type	Location	Area	Vol.	Qty.
1	FINAL	LOCATION OF WORKS APPROVED/UPGRADED	5.8	19	140

**Connell Wagner**  
Connell Wagner Pty Ltd  
124 Maymounth Street Adelaide  
South Australia 5000  
Telephone: 08 8231 4788  
Facsimile: 08 8231 4785  
Email: connell@connellwagner.com.au

2. In providing this sketch design, we warrant that the design is based on the information provided to us and that we have exercised reasonable skill and care in the preparation of the design.  
3. This design is not to be used for any purpose not intended by the design and is not to be relied upon for any purpose not intended by the design.

Client:

Project:  
**VICTOR HARBOR  
BOATING STRATEGY**

Drawing Title:  
**EASTERN RAMP  
CONCEPT LAYOUT**

Drawn	MSB	Date	OCT. 04
Designed	KRB/IDI	Scale	1:1000
Verified			
Approved			
CM Project No.	G072.01	Drawing No.	SK02 01

PRELIMINARY

## ***Appendix C***

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***EPBC Act Search Report***

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## Protected Matters Search Tool

You are here: [DEH Home](#) > [EPBC Act](#) > [Search](#)

21 October 2004 11:19

# EPBC Act Protected Matters Report

This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected. Information on the coverage of this report and qualifications on data supporting this report are contained in the [caveat](#) at the end of the report.

You may wish to print this report for reference before moving to other pages or websites.

The Australian Natural Resources Atlas at <http://www.environment.gov.au/atlas> may provide further environmental information relevant to your selected area. Information about the EPBC Act including significance guidelines, forms and application process details can be found at <http://www.deh.gov.au/epbc/assessmentsapprovals/index.html>

☐ Map of Search Region including any Buffer

**Search Type:** Area

**Buffer:** 0 km

**Coordinates:** -35.55078,138.62154, -35.59250,138.58380, -35.59537,138.62264, -35.55560,138.64251

☐ Thumbnail Map of Search Region

## Report Contents: [Summary](#)

### [Details](#)

- [Matters of NES](#)
- [Other matters protected by the EPBC Act](#)
- [Extra Information](#)

### [Caveat](#)

### [Acknowledgments](#)

## Summary

### Matters of National Environmental Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the Administrative Guidelines on Significance - see <http://www.deh.gov.au/epbc/assessmentsapprovals/guidelines/index.html>.

<b>World Heritage Properties:</b>	None
<b>National Heritage Places:</b>	None
<b>Wetlands of International Significance: (Ramsar Sites)</b>	None
<b><u>Commonwealth Marine Areas:</u></b>	Relevant
<b>Threatened Ecological Communities:</b>	None
<b><u>Threatened Species:</u></b>	27
<b><u>Migratory Species:</u></b>	24

### Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the environment anywhere.

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As heritage values of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place and the heritage values of a place on the Register of the National Estate. Information on the new heritage laws can be found at <http://www.deh.gov.au/heritage/index.html>.

Please note that the current dataset on Commonwealth land is not complete. Further information on Commonwealth land would need to be obtained from relevant sources including Commonwealth agencies, local agencies, and land tenure maps.

A permit may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species. Information on EPBC Act permit requirements and application forms can be found at <http://www.deh.gov.au/epbc/permits/index.html>.

<b><u>Commonwealth Lands:</u></b>	1
<b>Commonwealth Heritage Places:</b>	None



<b><u>Places on the RNE:</u></b>	3
<b><u>Listed Marine Species:</u></b>	55
<b><u>Whales and Other Cetaceans:</u></b>	12
<b><u>Critical Habitats:</u></b>	None
<b><u>Commonwealth Reserves:</u></b>	None

## Extra Information

This part of the report provides information that may also be relevant to the area you have nominated.

<b><u>State and Territory Reserves:</u></b>	1
<b><u>Other Commonwealth Reserves:</u></b>	None
<b><u>Regional Forest Agreements:</u></b>	None

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## Details

### Matters of National Environmental Significance

Commonwealth Marine Areas [ [Dataset Information](#) ]

Approval may be required for a proposed activity that is likely to have a significant impact on the environment in a Commonwealth Marine Area, when the action is outside the Commonwealth Marine Area, or the environment anywhere when the action is taken within the Commonwealth Marine Area. Generally the Commonwealth Marine Area stretches from three nautical miles to two hundred nautical miles from the coast.

Within 3 Nautical Mile Limit

Threatened Species [ <a href="#">Dataset Information</a> ]	Status	Type of Presence
<b>Birds</b>		
<u><i>Cincoloma punctatum anachoreta</i></u> Spotted Quail-thrush (Mt Lofty Ranges)	Critically Endangered	Species or species habitat may occur within area
<u><i>Diomedea amsterdamensis</i></u> Amsterdam Albatross	Endangered	Species or species habitat may occur within area
<u><i>Diomedea dabbenena</i></u> Tristan Albatross	Endangered	Foraging may occur within area
<u><i>Diomedea exulans</i></u> Wandering Albatross	Vulnerable	Species or species habitat may occur within area
<u><i>Diomedea gibsoni</i></u> Gibson's Albatross	Vulnerable	Species or species habitat may occur within area
<u><i>Halobaena caerulea</i></u> Blue Petrel	Vulnerable	Species or species habitat may occur within area
<u><i>Macronectes giganteus</i></u> Southern Giant-Petrel	Endangered	Species or species habitat may occur within area

<u><i>Macronectes halli</i></u> Northern Giant-Petrel	Vulnerable	Species or species habitat may occur within area
<u><i>Pterodroma mollis</i></u> Soft-plumaged Petrel	Vulnerable	Species or species habitat may occur within area
<u><i>Rostratula australis</i></u> Australian Painted Snipe	Vulnerable	Species or species habitat may occur within area
<u><i>Thalassarche bulleri</i></u> Buller's Albatross	Vulnerable	Species or species habitat may occur within area
<u><i>Thalassarche cauta</i></u> Shy Albatross	Vulnerable	Species or species habitat may occur within area
<u><i>Thalassarche chrysostoma</i></u> Grey-headed Albatross	Vulnerable	Species or species habitat may occur within area
<u><i>Thalassarche impavida</i></u> Campbell Albatross	Vulnerable	Species or species habitat may occur within area
<u><i>Thalassarche salvini</i></u> Salvin's Albatross	Vulnerable	Species or species habitat may occur within area
<b>Mammals</b>		
<u><i>Balaenoptera musculus</i></u> Blue Whale	Endangered	Species or species habitat may occur within area
<u><i>Eubalaena australis</i></u> * Southern Right Whale	Endangered	Species or species habitat may occur within area
<u><i>Isodon obesulus obesulus</i></u> Southern Brown Bandicoot	Endangered	Species or species habitat may occur within area
<u><i>Megaptera novaeangliae</i></u> Humpback Whale	Vulnerable	Species or species habitat may occur within area
<b>Sharks</b>		
<u><i>Carcharodon carcharias</i></u> Great White Shark	Vulnerable	Species or species habitat may occur within area
<b>Plants</b>		
<u><i>Caladenia tensa</i></u> Greencomb Spider-orchid, Rigid Spider-orchid	Endangered	Species or species habitat likely to occur within area
<u><i>Euphrasia collina subsp. osbornii</i></u> Osborn's Eyebright	Endangered	Species or species habitat likely to occur within area
<u><i>Glycine latrobeana</i></u> Purple Clover, Clover Glycine	Vulnerable	Species or species habitat likely to occur within area
<u><i>Prasophyllum frenchii</i></u> Maroon Leek-orchid, Slaty Leek-orchid, Stout Leek-orchid, French's Leek-orchid	Endangered	Species or species habitat likely to occur within area
<u><i>Prasophyllum pallidum</i></u> Pale Leek-orchid	Vulnerable	Species or species habitat likely to occur within area
<u><i>Spyridium coactilifolium</i></u>	Vulnerable	Species or species habitat likely to occur within area
<u><i>Thelymitra epipactoides</i></u> Metallic Sun-orchid	Endangered	Species or species habitat likely to occur within area

Migratory Species [ [Dataset Information](#) ]

## Status

## Type of Presence

**Migratory Terrestrial Species****Birds***Haliaeetus leucogaster*

White-bellied Sea-Eagle

Migratory

Species or species habitat likely to occur within area

*Hirundapus caudacutus*

White-throated Needletail

Migratory

Species or species habitat may occur within area

**Migratory Wetland Species****Birds***Gallinago hardwickii*

Latham's Snipe, Japanese Snipe

Migratory

Species or species habitat may occur within area

*Rostratula benghalensis s. lat.*

Painted Snipe

Migratory

Species or species habitat may occur within area

*Thinornis rubricollis rubricollis*

Hooded Plover (eastern)

Migratory

Species or species habitat likely to occur within area

**Migratory Marine Birds***Diomedea amsterdamensis*

Amsterdam Albatross

Migratory

Species or species habitat may occur within area

*Diomedea dabbenena*

Tristan Albatross

Migratory

Foraging may occur within area

*Diomedea exulans*

Wandering Albatross

Migratory

Species or species habitat may occur within area

*Diomedea gibsoni*

Gibson's Albatross

Migratory

Species or species habitat may occur within area

*Macronectes giganteus*

Southern Giant-Petrel

Migratory

Species or species habitat may occur within area

*Macronectes halli*

Northern Giant-Petrel

Migratory

Species or species habitat may occur within area

*Thalassarche bulleri*

Buller's Albatross

Migratory

Species or species habitat may occur within area

*Thalassarche cauta*

Shy Albatross

Migratory

Species or species habitat may occur within area

*Thalassarche chrysostoma*

Grey-headed Albatross

Migratory

Species or species habitat may occur within area

*Thalassarche impavida*

Campbell Albatross

Migratory

Species or species habitat may occur within area

*Thalassarche melanophris*

Black-browed Albatross

Migratory

Species or species habitat may occur within area

*Thalassarche salvini*

Salvin's Albatross

Migratory

Species or species habitat may occur within area

**Migratory Marine Species****Mammals***Balaenoptera edeni*

Migratory

Species or species habitat may occur

Bryde's Whale		within area
<u>Balaenoptera musculus</u> Blue Whale	Migratory	Species or species habitat may occur within area
<u>Caperea marginata</u> Pygmy Right Whale	Migratory	Species or species habitat may occur within area
<u>Eubalaena australis</u> * Southern Right Whale	Migratory	Species or species habitat may occur within area
<u>Megaptera novaeangliae</u> Humpback Whale	Migratory	Species or species habitat may occur within area
<u>Orcinus orca</u> Killer Whale, Orca	Migratory	Species or species habitat may occur within area
<b>Sharks</b>		
<u>Carcharodon carcharias</u> Great White Shark	Migratory	Species or species habitat may occur within area

## Other Matters Protected by the EPBC Act

Listed Marine Species [ <a href="#">Dataset Information</a> ]	Status	Type of Presence
<b>Birds</b>		
<u>Apus pacificus</u> Fork-tailed Swift	Listed - overfly marine area	Species or species habitat may occur within area
<u>Ardea alba</u> Great Egret, White Egret	Listed - overfly marine area	Species or species habitat may occur within area
<u>Ardea ibis</u> Cattle Egret	Listed - overfly marine area	Species or species habitat may occur within area
<u>Catharacta skua</u> Great Skua	Listed	Species or species habitat may occur within area
<u>Diomedea amsterdamensis</u> Amsterdam Albatross	Listed	Species or species habitat may occur within area
<u>Diomedea dabbenena</u> Tristan Albatross	Listed	Foraging may occur within area
<u>Diomedea exulans</u> Wandering Albatross	Listed	Species or species habitat may occur within area
<u>Diomedea gibsoni</u> Gibson's Albatross	Listed	Species or species habitat may occur within area
<u>Eudyptula minor</u> Little Penguin	Listed	Breeding known to occur within area
<u>Gallinago hardwickii</u> Latham's Snipe, Japanese Snipe	Listed - overfly	Species or species habitat may occur within area

	marine area	
<u><i>Haliaeetus leucogaster</i></u> White-bellied Sea-Eagle	Listed	Species or species habitat likely to occur within area
<u><i>Halobaena caerulea</i></u> Blue Petrel	Listed	Species or species habitat may occur within area
<u><i>Hirundapus caudacutus</i></u> White-throated Needletail	Listed - overfly marine area	Species or species habitat may occur within area
<u><i>Larus novaehollandiae</i></u> Silver Gull	Listed	Breeding known to occur within area
<u><i>Macronectes giganteus</i></u> Southern Giant-Petrel	Listed	Species or species habitat may occur within area
<u><i>Macronectes halli</i></u> Northern Giant-Petrel	Listed	Species or species habitat may occur within area
<u><i>Merops ornatus</i></u> Rainbow Bee-eater	Listed - overfly marine area	Species or species habitat may occur within area
<u><i>Pterodroma mollis</i></u> Soft-plumaged Petrel	Listed	Species or species habitat may occur within area
<u><i>Rostratula benghalensis s. lat.</i></u> Painted Snipe	Listed - overfly marine area	Species or species habitat may occur within area
<u><i>Thalassarche bulleri</i></u> Buller's Albatross	Listed	Species or species habitat may occur within area
<u><i>Thalassarche cauta</i></u> Shy Albatross	Listed	Species or species habitat may occur within area
<u><i>Thalassarche chlororhynchos</i></u> Yellow-nosed Albatross, Atlantic Yellow-nosed Albatross	Listed	Species or species habitat may occur within area
<u><i>Thalassarche chrysostoma</i></u> Grey-headed Albatross	Listed	Species or species habitat may occur within area
<u><i>Thalassarche impavida</i></u> Campbell Albatross	Listed	Species or species habitat may occur within area
<u><i>Thalassarche melanophrys</i></u> Black-browed Albatross	Listed	Species or species habitat may occur within area
<u><i>Thalassarche salvini</i></u> Salvin's Albatross	Listed	Species or species habitat may occur within area
<u><i>Thinornis rubricollis rubricollis</i></u> Hooded Plover (eastern)	Listed - overfly marine area	Species or species habitat likely to occur within area

## Fishes

<u><i>Acentronura australe</i></u> Southern Pygmy Pipehorse	Listed	Species or species habitat may occur within area
<u><i>Campichthys tryoni</i></u> Tryon's Pipefish	Listed	Species or species habitat may occur within area
<u><i>Heraldia nocturna</i></u> Upside-down Pipefish	Listed	Species or species habitat may occur within area
<u><i>Hippocampus abdominalis</i></u> Eastern Potbelly Seahorse, New Zealand Potbelly, Seahorse, Bigbelly Seahorse	Listed	Species or species habitat may occur within area
<u><i>Hippocampus breviceps</i></u> Short-head Seahorse, Short-snouted Seahorse	Listed	Species or species habitat may occur within area
<u><i>Histiogamphelus cristatus</i></u> Rhino Pipefish, Macleay's Crested Pipefish	Listed	Species or species habitat may occur within area
<u><i>Hypsognathus rostratus</i></u> Knife-snouted Pipefish	Listed	Species or species habitat may occur within area
<u><i>Kaupus costatus</i></u> Deep-bodied Pipefish	Listed	Species or species habitat may occur within area
<u><i>Leptoichthys fistularius</i></u> Brushtail Pipefish	Listed	Species or species habitat may occur within area
<u><i>Lissocampus caudalis</i></u> Australian Smooth Pipefish, Smooth Pipefish	Listed	Species or species habitat may occur within area
<u><i>Lissocampus runa</i></u> Javelin Pipefish	Listed	Species or species habitat may occur within area
<u><i>Maroubra perserrata</i></u> Sawtooth Pipefish	Listed	Species or species habitat may occur within area
<u><i>Notiocampus ruber</i></u> Red Pipefish	Listed	Species or species habitat may occur within area
<u><i>Phycodurus eques</i></u> Leafy Seadragon	Listed	Species or species habitat may occur within area
<u><i>Phyllopteryx taeniolatus</i></u> Weedy Seadragon, Common Seadragon	Listed	Species or species habitat may occur within area
<u><i>Pugnaso curtirostris</i></u> Pug-nosed Pipefish	Listed	Species or species habitat may occur within area
<u><i>Solegnathus robustus</i></u> Robust Spiny Pipehorse, Robust Pipehorse	Listed	Species or species habitat may occur within area
<u><i>Solegnathus spinosissimus</i></u> Spiny Pipehorse, Australian Spiny Pipehorse	Listed	Species or species habitat may occur within area
<u><i>Stigmatopora argus</i></u> Spotted Pipefish	Listed	Species or species habitat may occur within area
<u><i>Stigmatopora nigra</i></u> Wide-bodied Pipefish, Black Pipefish	Listed	Species or species habitat may occur within area
<u><i>Stipecampus cristatus</i></u> Ring-backed Pipefish	Listed	Species or species habitat may occur within area
<u><i>Urocampus carinirostris</i></u> Hairy Pipefish	Listed	Species or species habitat may occur within area

<u><i>Vanacampus margaritifer</i></u> Mother-of-pearl Pipefish	Listed	Species or species habitat may occur within area
<u><i>Vanacampus phillipi</i></u> Port Phillip Pipefish	Listed	Species or species habitat may occur within area
<u><i>Vanacampus poecilolaemus</i></u> Australian Long-snout Pipefish, Long-snouted Pipefish	Listed	Species or species habitat may occur within area
<u><i>Vanacampus vercoi</i></u> Verco's Pipefish	Listed	Species or species habitat may occur within area

### Mammals

<u><i>Arctocephalus pusillus</i></u> Fur-seal	Listed	Species or species habitat likely to occur within area
<u><i>Neophoca cinerea</i></u> Australian Sea-lion	Listed	Species or species habitat may occur within area
Whales and Other Cetaceans [ <a href="#">Dataset Information</a> ]	Status	Type of Presence
<u><i>Balaenoptera acutorostrata</i></u> Minke Whale	Cetacean	Species or species habitat may occur within area
<u><i>Balaenoptera edeni</i></u> Bryde's Whale	Cetacean	Species or species habitat may occur within area
<u><i>Balaenoptera musculus</i></u> Blue Whale	Cetacean	Species or species habitat may occur within area
<u><i>Caperea marginata</i></u> Pygmy Right Whale	Cetacean	Species or species habitat may occur within area
<u><i>Delphinus delphis</i></u> Common Dolphin	Cetacean	Species or species habitat may occur within area
<u><i>Eubalaena australis</i></u> * Southern Right Whale	Cetacean	Species or species habitat may occur within area
<u><i>Grampus griseus</i></u> Risso's Dolphin, Grampus	Cetacean	Species or species habitat may occur within area
<u><i>Lagenorhynchus obscurus</i></u> Dusky Dolphin	Cetacean	Species or species habitat may occur within area
<u><i>Megaptera novaeangliae</i></u> Humpback Whale	Cetacean	Species or species habitat may occur within area
<u><i>Orcinus orca</i></u> Killer Whale, Orca	Cetacean	Species or species habitat may occur within area
<u><i>Tursiops aduncus</i></u> Spotted Bottlenose Dolphin	Cetacean	Species or species habitat likely to occur within area
<u><i>Tursiops truncatus s. str.</i></u> Bottlenose Dolphin	Cetacean	Species or species habitat may occur within area

Commonwealth Lands [ [Dataset Information](#) ]

Transport and Regional Services

Places on the RNE [ [Dataset Information](#) ]

Note that not all Indigenous sites may be listed.

**Historic**Causeway, Screwpile Jetty & Breakwater SA**Natural**Encounter Bay Region SAGranite, Wright and Seal Islands SA**Extra Information**State and Territory Reserves [ Dataset Information ]

Granite Island Recreation Park, SA

**Caveat**

The information presented in this report has been provided by a range of data sources as acknowledged at the end of the report.

This report is designed to assist in identifying the locations of places which may be relevant in determining obligations under the *Environment Protection and Biodiversity Conservation Act 1999*. It holds mapped locations of World Heritage and Register of National Estate properties, Wetlands of International Importance, Commonwealth and State/Territory reserves, listed threatened, migratory and marine species and listed threatened ecological communities. Mapping of Commonwealth land is not complete at this stage. Maps have been collated from a range of sources at various resolutions.

Not all species listed under the EPBC Act have been mapped (see below) and therefore a report is a general guide only. Where available data supports mapping, the type of presence that can be determined from the data is indicated in general terms. People using this information in making a referral may need to consider the qualifications below and may need to seek and consider other information sources.

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

For species where the distributions are well known, maps are digitised from sources such as recovery plans and detailed habitat studies. Where appropriate, core breeding, foraging and roosting areas are indicated under "type of presence". For species whose distributions are less well known, point locations are collated from government wildlife authorities, museums, and non-government organisations; bioclimatic distribution models are generated and these validated by experts. In some cases, the distribution maps are based solely on expert knowledge.

Only selected species covered by the migratory and marine provisions of the Act have been mapped.

The following species and ecological communities have not been mapped and do not appear in reports produced from this database:

- threatened species listed as extinct or considered as vagrants
- some species and ecological communities that have only recently been listed



- some terrestrial species that overfly the Commonwealth marine area
- migratory species that are very widespread, vagrant, or only occur in small numbers.

The following groups have been mapped, but may not cover the complete distribution of the species:

- non-threatened seabirds which have only been mapped for recorded breeding sites;
- seals which have only been mapped for breeding sites near the Australian continent.

Such breeding sites may be important for the protection of the Commonwealth Marine environment.

## Acknowledgments

This database has been compiled from a range of data sources. Environment Australia acknowledges the following custodians who have contributed valuable data and advice:

- New South Wales National Parks and Wildlife Service
- Department of Sustainability and Environment, Victoria
- Department of Primary Industries, Water and Environment, Tasmania
- Department of Environment and Heritage, South Australia Planning SA
- Parks and Wildlife Commission of the Northern Territory
- Environmental Protection Agency, Queensland
- Birds Australia
- Australian Bird and Bat Banding Scheme
- Australian National Wildlife Collection
- Natural history museums of Australia
- Queensland Herbarium
- National Herbarium of NSW
- Royal Botanic Gardens and National Herbarium of Victoria
- Tasmanian Herbarium
- State Herbarium of South Australia
- Northern Territory Herbarium
- Western Australian Herbarium
- Australian National Herbarium, Atherton and Canberra
- University of New England
- Other groups and individuals

ANUCLIM Version 1.8, Centre for Resource and Environmental Studies, Australian National University was used extensively for the production of draft maps of species distribution.

Environment Australia is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

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Last updated:

Department of the Environment and Heritage  
GPO Box 787 Canberra ACT 2601 Australia  
Telephone: +61 (0)2 6274 1111

