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# Mallacoota

## Foreshore Management Plan

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Prepared for



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## **EXECUTIVE SUMMARY**

East Gippsland Shire Council (EGSC) has been appointed under the *Crown Land (Reserves) Act 1978* as Committee of Management for foreshore Crown land adjoining the township area of Mallacoota.

An Interim Foreshore Management Agreement for all foreshore Crown land in coastal settlements in the Shire of East Gippsland sets the framework for principles, roles and management responsibilities between EGSC and the Department of Sustainability and Environment.

Foreshore land in Mallacoota managed by EGSC includes an area from Bastion Point to the Croajingolong National Park boundary, and the Betka River day use area.

Community expectations for the future development of Mallacoota are varied, and there is conflict on some issues. The Mallacoota foreshore reflects characteristics that are valued by its residents and visitors: its natural beauty, its landscape diversity, its low-key development and its relationship to the ocean, inlet, urban area and surrounding national parks. The area is acknowledged as having recreation and tourism values of regional importance.

The purpose of this Management Plan is to bring together community and statutory organisations' expectations for the management and care of the Crown land foreshore. A further purpose is to facilitate appropriate foreshore development to meet identified needs, in character with the surrounding landscape and conforming to the principles of ecologically sustainable development.

The matter of improved ocean access at Bastion Point is not dealt with in this plan. EGSC is planning for improved ocean access and an Environment Effects Statement is being prepared.

EGSC is currently working with the community to develop a Coastal Urban Design Framework for Mallacoota and other coastal settlements within East Gippsland. The management strategies and directions in the Mallacoota Foreshore Management Plan are consistent with the objectives of the Coastal Urban Design Framework, to provide guidance on the location, type and extent of future development.

## TABLE OF CONTENTS

	Page
<b>OVERVIEW</b>	
<b>1 INTRODUCTION.....</b>	<b>1</b>
<b>1.1 Location and Planning Area .....</b>	<b>1</b>
<b>1.2 Aims and Objectives .....</b>	<b>1</b>
1.2.1 Aim .....	1
1.2.2 Objectives .....	1
<b>1.3 Legislation and Environment Conservation Council Recommendations.....</b>	<b>1</b>
<b>1.4 Planning and Management Context.....</b>	<b>1</b>
<b>2 SITUATION ANALYSIS.....</b>	<b>5</b>
<b>2.1 Natural Environment.....</b>	<b>5</b>
2.1.1 Climate.....	5
2.1.2 Global Warming.....	5
2.1.3 Vegetation .....	5
2.1.4 Fauna.....	7
2.1.5 Pest Species.....	8
2.1.6 Hydrology and Water quality.....	9
2.1.7 Marine Systems.....	10
2.1.8 Landform and Structure .....	11
<b>2.2 Cultural Values .....</b>	<b>12</b>
2.2.1 Aboriginal History .....	12
2.2.2 European Settlement .....	12
2.2.3 Visual Landscape .....	13
<b>2.3 Recreation and Tourism Values .....</b>	<b>13</b>
<b>3 STRATEGIC DIRECTIONS.....</b>	<b>15</b>
<b>3.1 Visions for the Mallacoota Foreshore .....</b>	<b>15</b>
<b>3.2 Management Objectives .....</b>	<b>15</b>
3.2.1 Resource Conservation .....	15
3.2.2 Resource Protection .....	16
3.2.3 Foreshore Recreation .....	17
3.2.4 Community Awareness/ Involvement.....	17
<b>3.3 Mallacoota Foreshore Land Zones.....</b>	<b>18</b>
3.3.1 The Victorian Coastal Strategy 2002 .....	18
3.3.2 The Environment Conservation Council Marine, Coastal and Estuarine Investigation (2000) .....	18
3.3.3 The East Gippsland Planning Scheme .....	18
3.3.4 Draft Gippsland Lakes and Mallacoota Inlet Boating Facilities Jetty Zoning Plan .....	18

3.3.5	Mallacoota Foreshore Land Use Zones .....	19
<b>3.4</b>	<b>Key Activity Nodes.....</b>	<b>21</b>
<b>4</b>	<b>MANAGEMENT STRATEGIES.....</b>	<b>25</b>
<b>4.1</b>	<b>Resource Conservation .....</b>	<b>25</b>
4.1.1	Natural Environment.....	25
4.1.2	Cultural Environment.....	28
<b>4.2</b>	<b>Resource Protection .....</b>	<b>29</b>
4.2.1	Landform, Geology and Soil Conservation .....	29
4.2.2	Hydrology and Water Quality.....	31
4.2.3	Fire Management .....	32
4.2.4	Fish Resource .....	33
4.2.5	Pest Species Management.....	33
4.2.6	Waste Management.....	34
<b>4.3</b>	<b>Activity Nodes.....</b>	<b>35</b>
4.3.1	Mallacoota Town Wharf Area .....	35
4.3.2	Karbeethong .....	37
4.3.3	Bastion Point.....	38
4.3.4	Betka River .....	39
4.3.5	Devlin’s Inlet .....	40
4.3.6	Captain Stevenson’s Point .....	41
4.3.7	Buckland’s Jetty.....	41
4.3.8	New Activity Nodes.....	41
<b>4.4</b>	<b>Foreshore Recreation.....</b>	<b>42</b>
4.4.1	Access to ocean, Inlet and river beaches.....	42
4.4.2	Boating Access.....	43
4.4.3	Walking.....	44
4.4.4	Cycling.....	45
4.4.5	Camping.....	46
4.4.6	Fishing.....	46
4.4.7	Horse Riding .....	47
4.4.8	Signage, Information and Interpretation .....	47
<b>4.5</b>	<b>Mallacoota Caravan Park .....</b>	<b>48</b>
4.5.1	Policy Setting .....	48
4.5.2	Situation Analysis .....	49
4.5.3	Strategic Directions.....	52
4.5.4	Management Strategies .....	53
<b>4.6</b>	<b>Other Issues .....</b>	<b>60</b>
4.6.1	Foreshore Management Responsibilities .....	60
4.6.2	Reserve Boundaries and Adjoining Reserves .....	62
4.6.3	Gippsland Ports Slipway.....	63
4.6.4	Native Title .....	64
4.6.5	Coast Guard Building .....	64
4.6.6	Landscape Maintenance.....	65
4.6.7	Dogs on the Foreshore Area .....	65

4.6.8	Special Events .....	66
4.6.9	Risk Management .....	66
4.6.10	Lighting.....	67
4.6.11	Commercial Activities .....	67
4.6.12	Non-conforming Uses .....	67
<b>5</b>	<b>COMMUNITY AWARENESS &amp; INVOLVEMENT.....</b>	<b>71</b>
<b>6</b>	<b>IMPLEMENTATION .....</b>	<b>72</b>
<b>6.1</b>	<b>High Priority.....</b>	<b>72</b>
6.1.1	Planning and Management.....	72
6.1.2	Resource Conservation and Protection .....	73
6.1.3	Mallacoota Caravan Park.....	73
6.1.4	Capital Works .....	74
<b>6.2</b>	<b>Medium Priority.....</b>	<b>75</b>
6.2.1	Planning and Management.....	75
6.2.2	Mallacoota Caravan Park.....	75
6.2.3	Capital Works .....	76
<b>6.3</b>	<b>Low Priority Projects .....</b>	<b>76</b>
6.3.1	Planning and Management.....	76
6.3.2	Capital Works .....	77
<b>7</b>	<b>REFERENCES.....</b>	<b>78</b>
Figure	Summary of Major Proposals	(see Overview)
Figure 1.1	Locality Map	3
Figure 1.2	Mallacoota Foreshore Reserve and Management Responsibility	4
Figure 3.1	Jetty Zoning	22
Figure 3.2	Land Use Zones	23
Figure 3.3	Activity Nodes	24
Figure 4.1	Mallacoota Caravan Park	69
Figure 4.2	Land Status	70

**ATTACHMENTS**

- Attachment 1 Landscape Concept Plan for Mallacoota Town Wharf
- Attachment 2 Landscape Plan for Karbeethong Jetty and its Surrounds
- Attachment 3 Landscape Plan for the Devlin’s Inlet Area

## OVERVIEW

The aim of this Plan is to provide strategic directions for the management and use of the Mallacoota Foreshore in order to:

- protect and enhance the natural and cultural values;
- facilitate recreational use and tourism;
- optimise benefits to the local community and to visitors both for present and future generations.

The development of the Mallacoota Foreshore Management Plan has been overseen by a Steering Committee comprising representatives from East Gippsland Shire Council (EGSC), the Department of Sustainability and Environment (DSE), Parks Victoria, Gippsland Coastal Board and Gippsland Ports.

EGSC is the delegated manager of foreshore Crown land from Bastion Point north to the Croajingolong National Park boundary. A foreshore management agreement between DSE and EGSC sets out strategic directions and respective roles and responsibilities for management. Parks Victoria (under a service agreement with DSE) manages the foreshore west of Bastion Point to the boundary of Croajingolong National Park, excluding Betka River day use area, which is managed by EGSC.

Mallacoota Inlet and ocean shores are of significance to littoral and terrestrial species of fauna. It also provides a variety of modified and intact vegetation communities, and supports two vegetation communities of significance (saltmarsh and coastal lowland heath) and a number of rare or threatened species.

Mallacoota Inlet and the Mallacoota foreshore are acknowledged as having

recreation and tourism values of regional importance.

The recreation value of the foreshore is significant in that it provides not only access to the inlet and ocean beaches and waterways but also offers a variety of recreational opportunities such as swimming, surfing, boating, walking, fishing, cycling, camping, bird watching, picnicking and sightseeing.

### **Vision for the Mallacoota Foreshore**

The Mallacoota foreshore will reflect the characteristics of Mallacoota that are valued by its residents and visitors: its natural beauty, its landscape diversity, its low-key development and its relationship to the ocean, inlet, urban area and surrounding national parks.

Opportunities to participate in a diversity of aquatic and land based recreation activities will be provided while ensuring the natural values of the foreshore are retained. Safe public access to the foreshore will be ensured and enhanced by the provision, where appropriate, of vehicle access, car parking, day use areas, walking tracks and pathways. Access to the lake and ocean for boats will be provided by appropriately designed and well-maintained boat ramps, jetties and moorings.

The Mallacoota foreshore will continue to play an important role in the commercial well being of Mallacoota. New and improved commercial, recreational and tourism developments will be planned to meet identified needs. They will be in character with the surrounding landscape and conform to the principles of ecologically sustainable development.

The Mallacoota Caravan Park will continue to provide visitors with the opportunity to camp close to and within view of the inlet and in a setting of high natural and landscape value. The low-key

nature of the caravan park will be retained while its amenities and infrastructure will be modern and well maintained.

The Mallacoota Caravan Park is managed under a five-year contract management model to reflect community attitudes to public access, landscape values and future recreation needs.

### **Conservation**

The area south of Bastion Point (excluding Betka River), identified by the Environment Conservation Council (2000) as an area in a relatively natural condition or with significant natural or cultural values, will be managed to conserve natural and cultural values while providing for a range of recreation activities that require simple day use facilities in a natural setting.

Management strategies for the conservation of flora, fauna, visual landscapes, cultural and historic values are proposed.

### **Protection**

Vegetation and landforms will be protected from degradation by re-vegetation programs, improved drainage, closure of informal tracks and informal boat launching ramps, landscaping, public education and access restrictions where appropriate.

Discharge of turbid run-off into the Inlet will be controlled by the installation of sediment traps and sealing of roads and major car parks.

A pest plant and animal strategy is proposed to control their impact, particularly on the bio-diversity of intact areas of the foreshore.

Community based programs focused on re-vegetation, erosion and weed control will be encouraged.

### **Foreshore Recreation**

Recreation opportunities provided in the Mallacoota Foreshore are planned within a regional context. The surrounding national park offers wilderness and remote recreation experiences while the foreshore provides for recreation in more developed settings.

Major recreation infrastructure will continue to be concentrated in activity nodes at the Town Wharf, Karbeethong, Bastion Point and Betka River. High priority will be given to proposed improvements to the Town Wharf and Karbeethong Jetty and new day use infrastructure at Devlin's Inlet. Proposed improvements to Bastion Point boat ramp are subject to a separate planning process and East Gippsland Shire Council has been advised that an upgrade would require an Environmental Effects Statement.

The establishment of new activity nodes adjacent to Mortimer's Paddock and at the area known as the "Billy Bruce's Cow Paddock" will be investigated.

Recreation opportunities in more natural and less developed settings will be provided between Bastion Point and Secret Beach. Developments in this zone will concentrate on improved drainage and surfacing of access roads and car parks, provision of safe beach access, installation of toilets at selected sites and improved signage. The potential to extend the southern section of the Wilderness Coast Walk from Pebbly Beach to link with the Mallacoota Walking Track offers an opportunity to provide a good reliable access route through a highly scenic natural setting and provide a suite of shorter walking opportunities appealing to a broader range of user groups.

Recreational boating is recognised as one of the most popular outdoor recreational activities in Mallacoota. Improved boat trailer parking will be provided at the Town Wharf and Karbeethong. Boat moorings and jetties adjacent to the

caravan park will be subject to minor dredging to provide an adequate depth of water.

Cyclist and pedestrian safety will be improved by the construction of a shared pathway between the Town Wharf and Karbeethong.

Horse riding will be continued on the Mallacoota Foreshore and beaches subject to East Gippsland Local Law 2000. Beach access and the role of the horse riding fraternity in managing such access will be developed in association with horse riding groups.

Signage to foreshore and beach facilities will be improved. Clearly visible directional signage to beach access points and walking tracks will be installed on major access routes in the Mallacoota town area, at the entrances to beach access roads and at beach access stairs.

### **Mallacoota Caravan Park**

The Mallacoota camp park will be managed to maximise its financial return to the community while maintaining and enhancing its visual integrity and the natural, cultural and recreational values of the foreshore reserve.

It is the intent of the East Gippsland Shire Council that the Mallacoota Caravan Park be managed under a five-year management contract.

A review of management arrangements will recognise recommendations in the Draft Recreation Plan for the southern area of the park that is current overflow area.

Unimpeded public access will be retained to the Inlet foreshore, day use areas and Devlin's Inlet. Consequently, some alterations to the layout of camping sites will be required.

Caravan Park infrastructure will be improved by upgrading the amenities blocks, sealing internal roads, installation of directional signs and ensuring electrical, fire and water services meet current caravan and camping park regulations.

The toilets closest to the Town Wharf will continue to be open to the public year round.

### **Community Awareness and Involvement**

Community groups and individuals will continue to be encouraged to undertake foreshore improvement, monitoring and maintenance projects.

The "Creeping Backyards" program will continue to be used to heighten awareness of local weeds and garden escapees within the town and areas adjacent to the foreshore.

Existing community consultative processes should be continued and improved.

### **Other Issues**

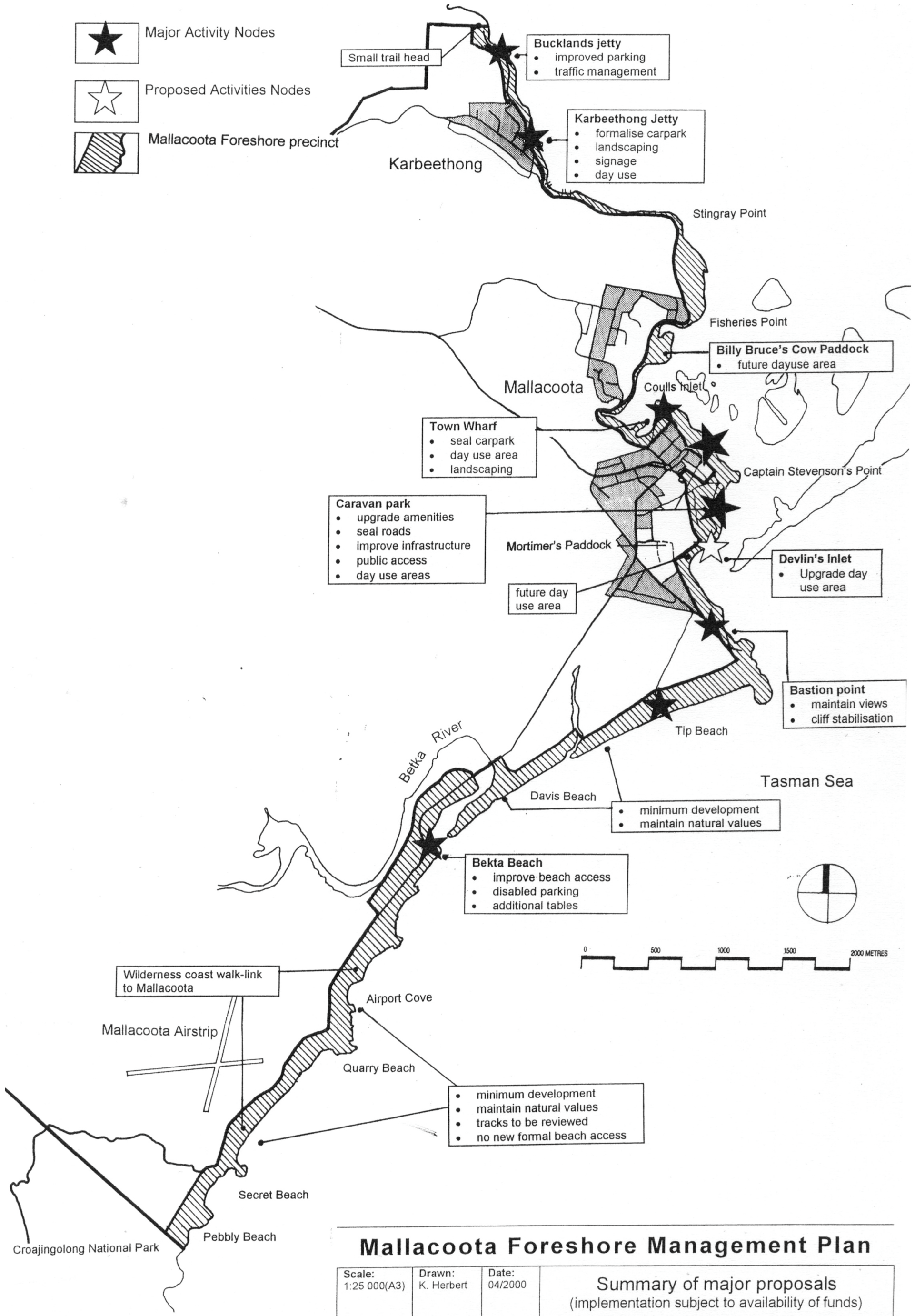
Permanent reservation will be sought of Mortimer's Paddock and Shady Gully under the Crown Land (Reserves) Act 1978 in accordance with the Land Conservation Council's final recommendations for the East Gippsland Study Area.

Management of Mortimer's Paddock by EGSC and the small area of land on the south-eastern side of Shady Gully by Parks Victoria will be investigated.

The Mallacoota Slipway will be replaced at or close to its current location.

Foreshore development, including lighting will comply with relevant Australian Standards.





# 1 INTRODUCTION

## 1.1 Location and Planning Area

Mallacoota is located adjacent to Mallacoota Inlet in the Shire of East Gippsland approximately 240km east of Bairnsdale.

The Mallacoota Foreshore Management Plan incorporates coastal Crown land between the northern and southern boundaries of Croajingolong National Park adjacent to the township of Mallacoota (Figure 1.2).

## 1.2 Aims and Objectives

### 1.2.1 Aim

The aim of this plan is to provide strategic directions for the management and use of the Mallacoota foreshore in order to:

- protect and enhance the natural and cultural values;
- facilitate recreational use and tourism;
- optimise benefits to the local community and to visitors both for present and future generations.

### 1.2.2 Objectives

The objectives of this management plan are to:

- Identify a vision for the future management and use of the Mallacoota foreshore;
- Identify the values of the Mallacoota foreshore;
- Develop strategies and actions that will ensure effective future management and sustainable use of the Mallacoota foreshore;
- Recommend priority actions and implementation strategies.

## 1.3 Legislation and Environment Conservation Council Recommendations

The Coastal Management Act 1995 provides for the East Gippsland Shire Council, as Committee of Management appointed under the Crown land (Reserves) Act 1978, to prepare a management plan for the Mallacoota coastal Crown land.

Section 31 of the Act specifies that the management plan must: -

- a) set out the land management requirements for the area; and
- b) include a three-year business plan describing proposed works for the area.

It also states that the plan must be consistent with and give effect to: -

- a) the Victorian Coastal Strategy;
- b) any Coastal Action Plan applying to the area; and
- c) any recommendations of the Environment Conservation Council for the area in respect of which notice has been given to the Department of Sustainability and Environment under Section 10(3) of the Land Conservation Act 1970.

## 1.4 Planning and Management Context

### Management Authorities

The East Gippsland Shire Council is the delegated manager of foreshore Crown land from and including Bastion Point north to the Croajingolong National Park boundary. A foreshore management agreement between the Department of Sustainability and Environment and the East Gippsland Shire Council sets

out strategic directions and respective roles and responsibilities for management. Parks Victoria (under a service agreement with the Department of Sustainability and Environment) manages the foreshore west of Bastion Point to the boundary of Croajingolong National Park, excluding Betka River day use area that is managed by East Gippsland Shire Council.

The Foreshore Management Agreement between the Department of Sustainability and Environment and the East Gippsland Shire Council states that: -

- new management plans should be progressively developed to ensure that competing demands are balanced and that development proposals are considered within a broader land use framework;
- the Committee of Management will consult appropriately with the relevant community on any management plan process;
- the Committee of Management will manage the land for the purposes for which it is reserved and in accordance with the Victorian Coastal Strategy, the East Gippsland Planning Scheme, the East Gippsland Planning and Development Strategy, any approved management plan or Coastal Action Plan, the State Bio-diversity Strategy and other legislative requirements in addition to the contents of the Foreshore Management Agreement.

East Gippsland Shire Council has responsibility for the management of private jetties within the Mallacoota township foreshore area. Swing moorings, public wharves, public jetties and the boat launching ramps at the Mallacoota Town Wharf are managed by Gippsland Ports.

## Management Plan

This management plan is consistent with the principles, policies and recommendations of the: -

- *Victorian Coastal Strategy 2002;*
- *East Gippsland Planning and Development Strategy 1997 – 2010;*
- *Draft Gippsland Coastal Waters Coastal Action Plan 1999;*
- *Gippsland Boating Coastal Action Plan 2002;*
- *Draft Boating Facilities Plan (Gippsland Lakes and Mallacoota Inlet) 1998;*
- *East Gippsland Planning Scheme; and*
- *State Bio-diversity Strategy 1998.*

## The East Gippsland Municipal Strategic Statement and the East Gippsland Planning and Development Strategy

The coastal management objective of the East Gippsland Municipal Strategic Statement is to recognise, protect and maintain environmental, cultural and aesthetic values within the East Gippsland coastal zone. The objective will be achieved by specific strategies/actions that include: -

- Protect and where possible enhance sites of significance for their ecological, biophysical, geomorphologic/geological, cultural, Aboriginal<sup>1</sup>, aesthetic and archaeological values: -

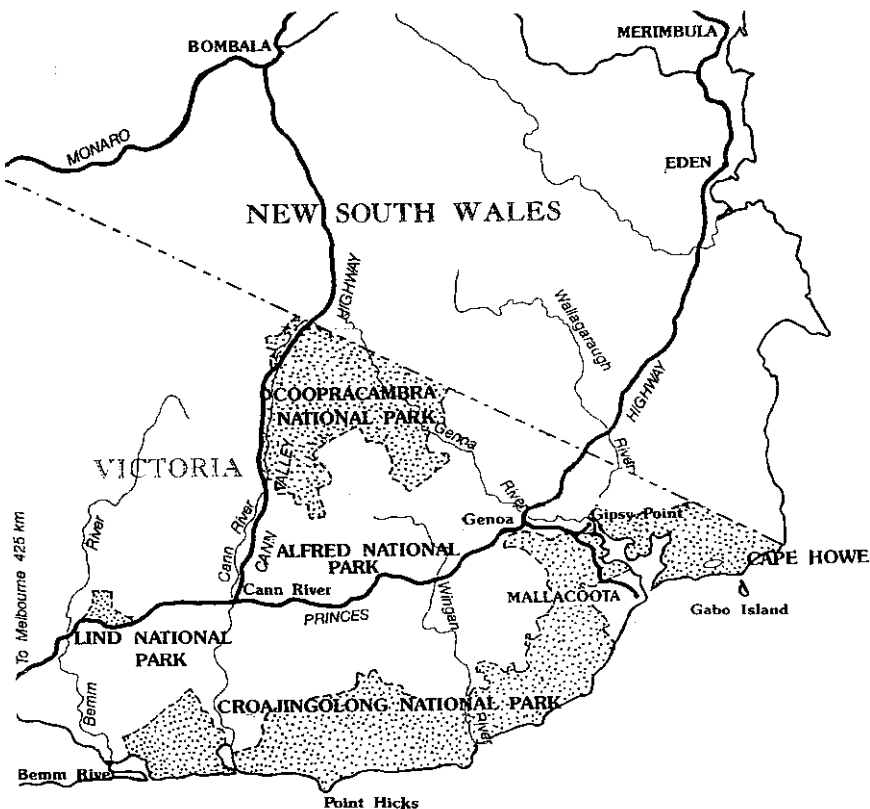
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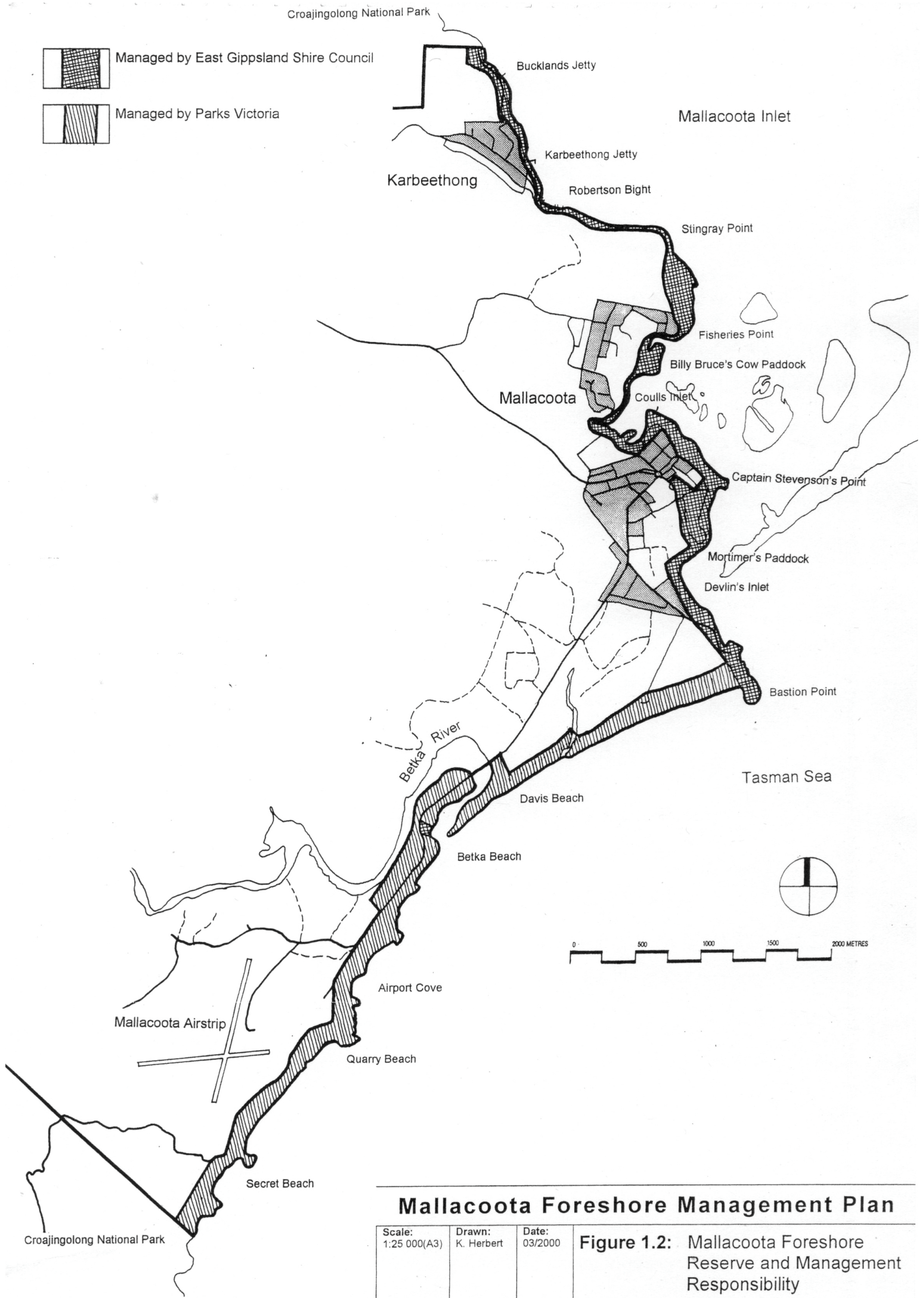
<sup>1</sup> Aboriginal cultural heritage is protected under both the *Victorian Archaeological and Aboriginal Relics Preservation Act, 1972* and the *Commonwealth Aboriginal and Torres Strait Islander Heritage Protection Act, 1984*.

- seek funding for urgent works relating to rehabilitation of degraded foreshore vegetation;
- continue to encourage research into coastal, estuarine, and marine ecosystems throughout East Gippsland;
- review current Crown land foreshore occupation and tenure arrangements;
- implement stormwater management programs to prevent high nutrient and sediment concentrations entering river, lake and estuarine systems;
- continue to implement existing coastal strategies and management plans.

The East Gippsland Planning and Development Strategy identifies streetscape improvements, better tourist information and signage, a relative absence of higher quality tourist accommodation and services, and improving tourism facilities such as toilets, parking areas, jetties and scenic drives as important issues for Mallacoota.

**Figure 1.1 Location Map**





## 2 SITUATION ANALYSIS

### 2.1 Natural Environment

The Mallacoota foreshore area is located within the “East Gippsland Lowlands” Bio-region (NRE 1997).

This bio-region is biogeographically important at a continental scale as the area is located at an overlap between southern cool temperate and eastern warm temperate zones. A result is that many of the species of plants and animals that occur within it are absent from, or rare in the rest of Victoria.

#### 2.1.1 Climate

The area is classified as a temperate climatic zone with no dry season and warm summer with uniform rainfall. Local rainfall however, is highly variable. The region is influenced by maritime climatic conditions with normal land/ocean wind regimes (Wilson Sayer Pty Ltd 1979). Strong winds occur from the south west from the ocean and in cyclonic periods from the north east.

Weather data has been obtained from Gabo Island located approximately 13km east of Mallacoota. The mean daily maximum temperature here is 25°C in February and 14.0°C in July. The mean daily minimum temperature is 8.1°C in July and 16.2°C in February.

The annual average rainfall is 952.4mm. The highest monthly rainfall is 433.9mm occurring in May and the highest recorded daily rainfall is 213.2mm recorded during the month of January.

#### 2.1.2 Global Warming

Global warming is the ‘warming of the earth by increased levels of carbon dioxide and chlorofluorocarbons in the atmosphere’ (Rankin 1998). This paper states that if there is no change in the current levels of greenhouse gas

emissions, the mean temperature will increase approximately 1°C by 2025 and 3°C by 2100. This has the potential to increase the level of the sea by 20cm by 2030 and 65cm by 2100.

These changes could result in more frequent severe flooding of low-lying areas such as the Mallacoota Wharf area, erosion of beaches and cliffs from larger swells, threaten intertidal communities, and result in low lying swamps being submerged.

#### 2.1.3 Vegetation

The foreshore area contains extensive stands of native vegetation outside the urban precincts of Mallacoota and Karbeethong. Within the urban precincts, vegetation has been removed around private and public jetties and within the township of Mallacoota. The majority of introduced species are located within this area. “Billy Bruce’s Paddock”, which is centrally located between Mallacoota and Karbeethong near Fisheries Point has been cleared for grazing purposes.

Vegetation types of the study area include<sup>2</sup>:

- Coastal Salt Marsh – High Priority (glass wort species vegetation). The only site containing this vegetation type within the foreshore study area is located at Stingray Point (Mulvaney 1989);
- Clay Heathland – Very High Priority, (Casuarina heathland with *Xanthorrhoea australis*). This vegetation type is located at a

<sup>2</sup> Vegetation class and associated status rating refers to Ecological Vegetation Class (EVC). Most EVC’s represented in the study area are considered at least high priority for conservation by the East Gippsland Regional Vegetation Plan.

number of sites between Bastion Point and Secret Beach. It is floristically and structurally diverse, and includes the Tiny Spyridium and a variety of orchids (22 species of orchids);

- Coast Banksia Woodland (High Priority). A mature stand of this vegetation type is located in the immediate area of Betka Beach;
- Lowland Forest – low priority, this includes coastal sclerophyll forest that contains a dense eucalyptus forest located from Quarry Beach to the Croajingolong National Park boundary. The dominant tree species is *Eucalyptus bicostata*. It also includes the open eucalypt forest that is predominant in areas such as Shady Gully and Mortimer's Paddock with associations of *E. sieberi*, *E. globoidea* and *E. gummifera* on slopes;
- Coastal Dune Scrub mosaic – Medium Priority. This vegetation type is located on dunes south of Bastion Point to around Betka Beach. The vegetation, that contains *Banksia integrifolia*, *Acacia longifolia*, *Leptospermum laevigatum*, and a number of other shrubs, herbs and grasses is important in relation to dune stability;
- Estuarine Wetland – High Priority. This occurs near Betka River and other shoreline areas, where it supports dense stands of *Melaleuca ericifolia*.

Sea grass is an important vegetation of the Inlet Floor. They cover large areas of mud flats, and the floor of Mallacoota Inlet, including the tidal, and marine sections adjacent to the foreshore study area. The marine flora of the Mallacoota Inlet provide habitat critical to a variety of organisms, particularly fish, crustacean and molluscs.

### 2.1.3.1 Vegetation communities of conservation significance

The following vegetation types are considered significant vegetation types (adapted from Ecology Australia 1998):-

- Coastal Saltmarsh: this vegetation type occupies less than 1800 hectares in the East Gippsland and Eden Districts, confined generally to small patches (Keith and Bedward 1998). It is threatened by invasion by introduced species (especially *Spartina* species) (Ecology Australia 1998);
- Clay Heath: this vegetation community is significant for its floristic diversity, and as large areas of coastal heaths have been extensively cleared and modified. The vegetation type is considered "rare" (Ecology Australia 1998);
- A swamp located at the downstream end of Shady Gully is Swamp Scrub, a significant vegetation type, due to its rarity, and occurrence of vulnerable, rare or threatened species.

A hybrid eucalypt of interest is located in the recreational reserve adjacent to Devlin's Gully (Mortimer's Paddock), being an intermediate between *Eucalyptus botryoides* and *E. maidenii* var *williamsonii*. This hybrid is called the Mallacoota Gum, and approximately 40 such hybrids exist. These are listed on the Heritage Overlay of the Planning Scheme.

Sea grass communities are vegetation communities of significance, due to their importance in relation to the ecological health of Mallacoota Inlet, and its value as fish habitat and as an important fishing resource for both commercial and recreational reasons.

### 2.1.3.2 Victorian Rare or Threatened Species

Species that are located within or near to the foreshore area that are classified 'Rare' nationally and 'vulnerable' in Victoria known to occur at the study site include: -

- Tiny Spyridium *Spyridium cinereu*. Various records of the species between Bastion Point and Secret Beach. This species has a disjunct distribution occurring within the Grampians and Mallacoota in wet heath and low scrub. Within these areas, it can be common locally (Harden 1990-93);
- Sheath Sedge *Cyanthochaeta diandra*. This species has been recorded at Secret Beach, with Wingan Inlet (south of Mallacoota within Croajingolong National Park) being the southern limit recorded. It grows on coastal sites in dry woodlands and open forest on sandy soils;
- Jointed Mistletoe *Korthalsella rubra*. Located on the western side of Lakeside Road (out of foreshore area) between Stingray Point and Fisheries Point. This species is confined to East Gippsland, east of the Snowy River in Victoria and extends along the east coast of Australia. It is parasitic on *Acmena smithii* and occurs in rainforest gullies.

Rare, vulnerable or sufficiently known species to occur in heathland south of Mallacoota, south to Sandpatch Point 20 kilometres south of the study site (FIS cited in Shearwater 1999) include: -

- *Bossiaea ensata*
- *Logania pusilla*
- *Leucopogon microphyllus* var. *pilibundus*
- *Stackhousia nuda*
- *Caladenia australis*

- *Prasophyllum patens*
- *Prasophyllum parviflorum*.

### 2.1.4 Fauna

The foreshore study area contains a variety of marine, littoral and terrestrial habitats. These habitats include the inlet, littoral/foreshore zone, riverine/riparian habitat, saltmarsh vegetation, dunal associations, Banksia and eucalypt forest areas, sea cliffs and sea caves.

The site is either known, or likely to be of importance in relation to fish, shorebirds, marine mammals (Australian Fur Seal), terrestrial fauna that include significant functional groups of fauna such as large forest owls, diurnal forest birds, diurnal heath, and coastal birds, ground and arboreal mammals, and bats.

A nest site of the Eastern Reef Egret is located south of Bastion Point. It is the only known nesting site of this species in Victoria.

Significant habitat types within the study area are described below: -

- Mallacoota inlet is an important commercial and fish resource. The state-significant species Australian Bass has been recorded within the inlet;
- Mallacoota Inlet is of National Significance to shorebirds, containing breeding and feeding sites for the Little Tern and Hooded Plover (Ecology Australia 1998), and seasonal foraging habitat for at least two migratory JAMBA/CAMBA<sup>3</sup> species (Bar-tailed Godwit and Eastern Curlew).

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<sup>3</sup> JAMBA – Japanese Australian Migratory Bird Agreement,  
CAMBA – Chinese Australian Migratory Bird Agreement.



- Fore dunes, back-beaches and rocky coastline, provide habitat (including potential nesting sites) to species such as the Hooded Plover, Little Tern Pied Oystercatcher, and Sooty Oystercatcher;
- Dry Forest areas provide potential forage habitat to large forest owls, including the Powerful Owl recorded within the Mallacoota Foreshore Reserve. This forest type also provides potential foraging habitat to the Regent Honeyeater, Swift parrot, and forage and breeding habitat to the Turquoise Parrot, Glossy Black Cockatoo and Square-tailed Kite,
- Coastal Heath provides potential habitat to significant species including the Ground Parrot. A variety of small mammals also utilise these heath types. A high diversity of frog and reptiles also occur within this vegetation type (Mednis 1983 – from Ecology Australia 1998),
- Tree hollows, are relatively diverse within Coastal Banksia Woodland, Coastal Sclerophyll Forest, and Open Eucalypt Forest. These provide nesting and roost sites for a variety of species of bird and mammals (including bats).
- Sea Caves south of Bastion Point provide habitat to the Common Bent-wing and Eastern Horseshoe Bat (NRE cited in Shearwater 1999). Both species are listed within Schedule 2 of the Flora and Fauna Guarantee Act 1988. Little is known in relation to the use and significance of this site to these bat species. Relevant work confirms these sea caves are important roosting sites for bats. Eberhard (1997) identified a cave at “Betka Beach, Victoria” as having a high conservation and vulnerability rating. These caves are identified as being of state significance.

#### 2.1.4.1 Victorian Rare or Threatened Species

The following species, listed as Rare or Threatened Species have been recorded in the study area:

*Egernia coventryi* Swamp Skink, recorded in the area of Airport Cove (Shearwater p.10 1999).

Diamond Python

Pied Cormorant

Caspian Tern

Crested Tern (Recorded at Mallacoota Inlet and entrance area)

Little Tern, recorded at Mallacoota Inlet Bar

Pacific Gull, recorded at Mallacoota Inlet and entrance area

Hooded Plover, recorded at mouth of Betka River and Mallacoota inlet and entrance

Eastern Curlew

Royal Spoonbill

Great Egret

Freckled Duck, recorded at Mallacoota Inlet

White-bellied Sea Eagle

Square-tailed Kite, recorded at Double Creek (north of site)

Powerful Owl, recorded in the Mallacoota Foreshore Reserve

Glossy Black-Cockatoo

Turquoise Parrot (Mallacoota Aerodrome)

Mallacoota Burrowing Cray *Engaeus mallacoota* (Mallacoota Inlet).

#### 2.1.5 Pest Species

##### Plants

A number of environmental weeds occur within, or adjacent to the foreshore area. These include Kikuyu, Arrum Lily,

Pampas Grass, Agapanthus, Bridal Creeper, *Asparagus afficianadis*, Blackberry, Bluebell Creeper, Cape Wattle, Blue Periwinkle, English Ivy, Cape Ivy, Sea Spurge, Dolchost Pea, Wandering Jew, Honeysuckle, and Bitou Bush. The abundance of and threat posed by these environmental weeds varies. A number of the weeds listed above are garden species, a number of which are also available from nurseries in the region.

Control of weeds within the foreshore planning area has not previously occurred on a systematic basis.

Of the species identified the more aggressive, and threatening weed species to the foreshore area include; Bitou Bush while uncommon in the foreshore area, it has the potential to develop into a significant problem, a result of its ability to invade coastal habitats; Kikuyu, this grass has the ability to invade low lying vegetation, and forest edges; Pampas Grass has the potential of seeding prolifically, and colonising a variety of habitats; Bridal Creeper; Blackberry; this species is common throughout the foreshore area, including disturbed areas (eg. paddock near Fisheries Point) and gully's; Cape Ivy, located at Buckland's Jetty; and Honeysuckle, which has the ability to cover taller vegetation types.

### **Animals**

A number of introduced pest species frequent the foreshore area. These include house sparrow, common starlings, foxes, feral cats, feral dogs, rabbits and rodents (house mouse and black rat). Of these the rodents are likely only to occur in relative abundance within the urban area of Mallacoota.

Starlings can occupy nest sites of native birds. Both starlings and sparrows compete for food with native species. Sparrows are generally restricted to modified urban environments. No

eradication programs have been undertaken, or are proposed in relation to these species.

Foxes, feral cats and feral dogs predate on native fauna. Foxes and cats can threaten a number of ground mammals, and smaller birds. These include more docile, slower moving species such as the Ground Parrot. No control programs are currently implemented in relation to these species.

High numbers of the European rabbit occur in the Mirrabooka and Karbeethong areas. These areas provide forage habitat (cleared paddocks) and harbour, including warrens, and above ground features such as thick vegetation, and voids under buildings and features in gardens.

Rabbits within the foreshore area introduce a number of land management problems that include erosion (from over grazing), competition with native herbivores (eg. macropods), potential destabilisation of structures (a result of excavation of warrens near structures), and browsing of native vegetation. Browsing of vegetation can result in the modification of native ecosystems, and in extreme conditions can result in the loss of bio-diversity. It can also impact on regenerating native vegetation.

Control programs for foxes, wild dogs, cats and rabbits usually involve the use of 1080 baits, the implementation of such eradication programs is complicated by the proximity of Mallacoota township, the foreshore areas intensive use, and associated risk to humans, and pets.

### **2.1.6 Hydrology and Water quality**

Generally the study area drains directly into either Mallacoota Inlet, or the Tasman Sea, either directly, or via Betka River or a number of small streams (Davis, Shady, Two Mile and Mullet Creeks). Stormwater from the township

of Mallacoota is likely to impact on water quality within Mallacoota inlet.

Typically stormwater from small township areas contains a variety of pollutants including: -

- sediment
- organic matter
- litter
- heavy metals
- hydrocarbons
- nutrients
- pathogens
- other substances

Water quality within the Bottom Lake area is of a relatively high quality, though is impacted by urban run-off, and other limited development within the catchment of Mallacoota Inlet. Tidal exchange assists in maintaining higher water quality within this inlet.

Generally, within Mallacoota Township there is a lack of formed drainage control structures in the urban precinct, which includes the camp ground.

A sedimentation structure was recently constructed at Mallacoota. This is located below the junction of Lakeside Drive and Bruce Street. A depression was constructed to reduce the velocity of stormwater entering the lake and several shrub and grass species were planted along this mound. A concrete walkway was constructed along the mound in anticipation of the bicycle/pedestrian path between Mallacoota and Karbeethong. The community has expressed some reservations about the effectiveness of this structure.

Additional sediment traps are proposed for installation at the discharge zones of culverts within the Mallacoota urban precinct.

Housing development, associated infrastructure, and roads impact water quality within areas extending outside of the urban precinct to the north of the site. The greatest impact of runoff from this area is likely to be the washing of

sediment into the foreshore area. This can impact on foreshore, littoral and marine vegetation by covering it. Sediment within turbid water also results in the release of nutrients (eg phosphorus and nitrogen attached to soil particles).

Within the area to the south of Mallacoota, influences of development on water quality are less, due to the intact nature of this zone. Water Quality within Betka River, with a large proportion of its catchment occurring within Croajingolong National Park is likely to be of a high quality.

There are concerns that the quality of water at the Betka River mouth may be of a reduced level at times. This is during periods of peak use when the river mouth is closed. An existing septic toilet facility at this location may also impact on water quality.

### 2.1.7 Marine Systems

The inlet has a tidal range of 1.8m (Wilson Sayer Pty Ltd 1979). The sandbar that separates the lake from the ocean is shallow, and can only be used by small shallow draught boats. The bar can move quite rapidly, altering the location of the channel.

Floods occur occasionally, and have the potential to open the entrance of the Bottom Lake, and increase salinity levels. This can affect the ecological structure of the system. This occurred in 1979 and it took 4 years for the blue mussel *Mytilus planulatus* to start regenerating after the flood. (Simmons 1983).

Currently no floodplain management plan exists for the foreshore area. If the inlet is closed Lakeside Drive can be partially covered by water at a few localities.

Mallacoota supported a small commercial fishery for over 100 years. The main commercial target fishes were bream (Black Bream and Yellow-fin

Bream), and Luderick. Other fish caught include Australian Salmon, Silver Trevally, Sea Mullet, Yellow-eye Mullet, Tailor, Dusky Flathead and River Garfish (NRE, 1994). Following a recent State Government decision, commercial netting has been phased out. Mallacoota now supports a flourishing recreational fishery for local residents and tourists. Prawns school and Eastern King Prawns are also caught.

## 2.1.8 Landform and Structure

### 2.1.8.1 Landforms and Slopes

The study area north of Captain Stevenson's Point, through to Karbeethong and Buckland's Jetty is located on the edge of Mallacoota Inlet. This area is typically dominated by flat terrain (north of Captain Stevenson's Point) along the foreshore area. Steeper slopes are located to the west of this foreshore zone. These flat to steeper undulating areas include cleared farmland, residential development, and reserve areas that include Shady Gully.

Captain Stevenson's Point presents almost vertical cliffs above the entrance to the inlet. South of Captain Stevenson's Point to Bastion Point, the landform includes cliffs to 5 metres, and sheltered beaches (Devlin's Inlet), with steeper slopes.

Steep slopes and deep drainage lines back the shorelines south of Bastion Point. The majority of streams are intermittent with the main drainage systems being Betka River, Horse Trap Creek, Davis Creek, Shady Creek and Mullet Creek. Dunes predominate the foreshore landscape, separated by rocky headlands, between Bastion Point and Betka Beach.

The Betka River area includes a flat area comprising of the Betka River flood plain.

South of Betka River, to the southern boundary, rock formations/outcrop strata, cliff faces, blowholes and caves dominate the site.

### 2.1.8.2 Geology and Soils

Mallacoota is located on an undulating plateau of remnant Tertiary gravels, which cap underlying Ordovician sedimentary rocks (Simmons 1983). These tertiary sediments give rise to yellow podzolic soils of generally low fertility in higher locations, and within poorly drained sites, gleyed podzolic soil, that appear to have a high to moderate erodibility.

In areas (at Karbeethong, Betka Beach, Airport Cove, and Secret Beach) Ordovician metasediments occur. Soils in these areas include friable yellowish or reddish graduated soils, and leached sands (Hooley 1979), of low fertility, and moderate to high erodibility.

The foreshore area includes lagoon/estuarine deposits, which include sand and mud. Beaches consist predominantly of medium quartzose sand.

Dunes occur between rocky headlands between Bastion Point and Betka River.

### 2.1.8.3 Geomorphology

Mallacoota Inlet has been formed through inundation of the coastal plain by rising post-glacial seas (Reinson 1977; Williams 1980 cited in Simmons 1983). Landforms around the lake are thought to reflect past sea level oscillations (McRae-Williams, Rosengren and Kraemers 1980; Williams 1980 cited in Simmons 1983). Examples of these include the 5m high steep slopes that separate the shoreline by a low depositional terrace near Bastion Point and from Coull's Inlet north through the Narrows.

Stabilisation of the mean sea level has allowed formation of the sand bar, which divides the lake from the ocean.

A number of dunes are located south of Bastion Point to Betka River. These dunes are generally stable, although a blowout has occurred at the southern end of Tip Beach.

## **2.2 Cultural Values**

Mallacoota is identified by the Victorian Coastal Strategy as a site of substantial Aboriginal heritage value.

### **2.2.1 Aboriginal History**

An Archaeological Survey of Mallacoota Township was completed by Simmons (1983). While the Aboriginal community feels that this report requires reviewing and updating, the information contained within it is the most comprehensive available.

This survey incorporated an area from the north end of the study site, to south of Bastion Point. The study identified 32 archaeological sites, and 8 occurrences of isolated artefacts within the study area. Two main typological groups occur within the study area, these being middens, and scatters of stone artefacts. Some of these sites are listed on the Register of the National Estate.

The report identifies that *'even with the sustained pressure of European settlement, Mallacoota Inlet and its surroundings still constitute perhaps the richest coastal environment in Victoria. The ready availability of an extensive and reliable range of food resources and raw materials, coupled with access to and from the hinterland via the slow-flowing Genoa and Wallagaraugh Rivers, must have made the area one of considerable economic importance to the Aboriginal who occupied East Gippsland prior to European settlement.'* (p.7 1983)

The report identified a number of recommendations relating to the protection of archaeological sites at Mallacoota.

Discussions with representatives from the local Aboriginal community have identified that Mallacoota is a significant place. Areas considered of special significance include Captain Stevenson's Point.

### **2.2.2 European Settlement**

Early settlement at Mallacoota was discouraged due to the remoteness of the area, and the unsuitability of the country for agriculture (Simmons 1983). However the earliest recorded European settlement at the site is 1842, when Captain John Stevenson farmed in the vicinity of Captain Stevenson's Point. (Simmons 1983). During this century, Mallacoota was accessible only by rough bush tracks or by watercraft (Simmons 1983).

Road access to Mallacoota, from Genoa was completed in 1918 and development of the township commenced with establishment of local fishing industry and hardwood exploitation, apiculture and grazing.

During World War II Mallacoota was an airbase for anti-submarine operations off the east coast of Australia.

The airport was completed in 1940 and was staffed by approximately 100 men. A concrete bunker remains at the Airport, a reminder of the sites history.

Increasing holiday trade commenced in the 1950's and 60's. This placed demands on commercial facilities and subdivisions. A 93% increase in the number of permanent residents occurred between 1971 and 1976.

During this period extensive bushland around the township was cleared to allow for expansion. Much of the available freehold country was cleared.

Substantial expansion of Mallacoota is limited by shoreline and National Park/Crown land.

### 2.2.3 Visual Landscape

The study area has been divided into three visual precincts (from Mulvaney 1989). These include natural, urban and cultural precincts.

#### Natural Precinct

This precinct is located between the southern boundary of Croajingolong National Park and Devlin's Inlet, and excludes the structured day use areas of Betka Beach. It is dominated by native vegetation on both the eastern and western side of Betka Road. It contains secluded recreational areas, gravel roads and informal access. An airport is located on western side of the road, and this interrupts the natural character of this secluded area. However, a lack of structures at this site provides for an area that remains somewhat secluded.

Views of a rugged coastline, remote beaches and of Howe Range and Gabo Island are appreciable from this area.

#### Urban precinct

This precinct includes the modified environment between Coull's Inlet and Devlin's Inlet. It incorporates the jetties of Coull's Inlet, the town wharf area, caravan park, and Captain Stevenson's Point.

Dominant visual features of the foreshore zone include gravel and sealed roads, mown grass, tree plantings, the developed caravan park, and the large gravel expanse of the Town Wharf car park area. Views at the site are concentrated on the developed zone of the foreshore area (buildings, boat facilities etc), though they look over Howe Range.

#### Cultural Precinct

This includes the foreshore area between the northern boundary of the study site (at the boundary of Croajingolong National Park) and Coull's Inlet. This precinct is dominated by the maritime character of jetty structures, mixed vegetation types including lawn, melaleuca scrubland, sedges, grazed paddocks, and by Lakeside Drive, which is located on the western edge of the foreshore zone. This zone also includes the Betka River Day Use area.

High quality views are appreciable from this zone, of the foreshore area, of water views, and maritime facilities, and of Howe Range. This precinct is frequented by a high number of pedestrians and bicycle riders.

### 2.3 Recreation and Tourism Values

Mallacoota Inlet and the Mallacoota foreshore are acknowledged as having recreation and tourism values of regional importance. They are identified as major tourist destinations in the Victorian Coastal Strategy.

The recreation value of the foreshore is significant in that it provides not only access to the inlet and ocean beaches and waterways but also offers a variety of recreational opportunities such as swimming, surfing, boating, walking, fishing, cycling, camping, bird watching, picnicking and sightseeing. The foreshore complements the more remote recreational opportunities and wilderness values of Croajingolong National Park.

The Mallacoota Foreshore offers a diverse range of recreational infrastructure that include: -

- boat ramps;
- jetties and wharves;
- ocean and inlet beach access;
- day use areas;

- car parking;
- toilets;
- lookouts and viewing platforms;
- caravan and camping park; and
- walking tracks.

The Mallacoota foreshore is a strategic component of the tourism infrastructure of Mallacoota. It provides accommodation for over 600 sites in the Caravan Park and a range of landscape settings that attract visitors to the area year after year. Inherent in the foreshore are those attributes that attract visitor to the area: its natural beauty, its landscape diversity, its low key development and its relationship to the ocean, inlet, town and the surrounding national parks.

### 3 STRATEGIC DIRECTIONS

The vision statement and management objectives for the Mallacoota foreshore described in this section of the Plan establish the parameters for future management and use of the Mallacoota foreshore.

#### 3.1 *Visions for the Mallacoota Foreshore*

The Mallacoota foreshore will reflect the characteristics of Mallacoota that are valued by its residents and visitors: its natural beauty, its landscape diversity, its low-key development and its relationship to the ocean, inlet, urban area and surrounding national parks.

Opportunities to participate in a diversity of aquatic and land based recreation activities will be provided while ensuring the natural values of the foreshore are retained. Safe public access to the foreshore will be ensured and enhanced by the provision, where appropriate, of vehicle access, car parking, day use areas, walking tracks and pathways. Appropriately designed and well-maintained boat ramps, jetties and moorings will provide boat access to the lake and ocean.

The Mallacoota foreshore will continue to play an important role in the commercial well being of Mallacoota. New and improved commercial, recreational and tourism developments will be planned to meet identified needs. They will be in character with the surrounding landscape and conform to the principles of ecologically sustainable development.

The Mallacoota Caravan Park will continue to provide visitors with the opportunity to camp close to and within view of the inlet and in a setting of high natural and landscape value.

The low-key nature of the caravan park will be retained while its amenities and infrastructure will be modernised and well maintained.

#### 3.2 *Management Objectives*

The following sections identify the objectives of the Mallacoota Foreshore Management Plan.

##### 3.2.1 **Resource Conservation**

###### 3.2.1.1 Flora

- Continue to identify, and conserve threatened, and rare species, or species that have special significance.
- Maintain the existing diversity of the indigenous vegetation complexes. Maintain protection of significant vegetation communities, and habitat features.
- Allow ecological processes within plant communities to protect the reproduction and lifecycle of the community.
- To rehabilitate degraded systems and vegetation communities where appropriate.
- To increase public awareness in relation to flora of the Mallacoota foreshore.

###### 3.2.1.2 Fauna

- To protect and conserve threatened or rare species, to ensure genetic diversity and longevity, through the protection of habitat and where possible increase habitat.
- Protect habitat features critical to the lifecycle of native fauna, including terrestrial littoral, and marine habitats.



- To recognise our obligations under international agreements such as Japanese Australian Migratory Bird Agreement (JAMBA) and Chinese Australian Migratory Bird Agreement in order to protect listed species under the agreements.
- To increase public awareness in relation to fauna of the Mallacoota foreshore.
- To ensure the existing integrity of the indigenous fauna is conserved and where possible increased.

#### 3.2.1.3 Visual Landscape

- To maintain and enhance the existing diversity of scenic opportunities and maintain visual interest.
- To encourage the use of locally indigenous species within the urban precincts.
- To minimise visual impacts along the foreshore and surrounding areas from development and management activities.
- Improve visual qualities of the foreshore area, especially within the urban zone.

#### 3.2.1.4 Heritage

- To protect heritage features from degradation, and increase awareness of the public in relation to the history of Mallacoota.

#### 3.2.1.5 Cultural

- To ensure that planning and development in the Mallacoota Foreshore is sensitive to the high archaeological and contemporary Aboriginal values of the foreshore area.
- To protect historically significant places from disturbance.

- To increase and foster public awareness of culturally significant and sensitive features of the foreshore zone.

### 3.2.2 **Resource Protection**

#### 3.2.2.1 Landform and Structure

- To protect and enhance significant ecological, geo-morphological, geological and landscape features in the foreshore area.
- To minimise erosion and sedimentation along the foreshore.
- To protect and where necessary stabilise dune landforms.

#### 3.2.2.2 Pest Species

- To protect ecosystems at threat from weed species.
- To suppress noxious weeds.
- To minimise impact on native flora and fauna from weed control programs.
- To educate the local community about existing and potential weed species to reduce the spread of introduced plants into foreshore reserves, and impact of dumping garden waste in bushland areas.
- To rehabilitate areas dominated by exotic plant species with native species, where appropriate.
- To monitor, and where necessary improve control of the introduced rabbit, fox, feral cats and dogs.

#### 3.2.2.3 Water quality and Soil Conservation

- To protect the water quality, primarily by reducing the volume of sediment run-off into the inlet, and ocean areas.
- To stabilise eroding areas.

- To ensure that the design of any future facilities incorporates appropriate pollution control.

#### 3.2.2.4 Fire Management

- To ensure that the management and any foreshore development does not increase the vulnerability of Mallacoota, or the foreshore area to the risk of wildfire.
- To ensure that facility design and development consider risk from them as a source of ignition of wildfire, and risk from wildfire to these developed assets.

#### 3.2.2.5 Waste management

- To improve sewage disposal facilities for boat users.
- To improve waste management at the Town Wharf Slipway for general, boating and boat maintenance waste.

#### 3.2.2.6 Fish Resource

- To ensure that the management of the foreshore area, and development of facilities does not degrade fish habitat.

#### 3.2.2.7 Global warming

- To ensure that any planning for the development of foreshore facilities considers impacts that Global Warming. This includes the potential impact that a rise in sea level and associated increased flood risk will have on these facilities.

### 3.2.3 **Foreshore Recreation**

- To prevent ad hoc development, which may adversely impact on natural and scenic values, by defining areas suitable for recreation infrastructure provision.

- To provide for activities which take advantage of the natural, scenic and cultural values of the Mallacoota foreshore without adversely impacting on these values.

- To provide for a range of activities at suitable locations, consistent with the character and function of each area.

- To provide public access, consistent with the character and function of each area, to ocean and inlet beaches and the foreshore.

- To minimise conflicts between recreational activities in the foreshore area.

- Improve access for people with disabilities by appropriately designed access paths and visitor facilities.

- Allow for commercial enterprise on Crown land where such enterprise is appropriate to its environmental and social settings and where a clear net gain to the community can be demonstrated.

- Ensure visitor facilities on the foreshore are constructed and maintained to a high standard to meet community expectations and public safety requirements.

### 3.2.4 **Community Awareness/ Involvement**

- To promote and encourage an appreciation, understanding and enjoyment of the natural and cultural values of the Mallacoota foreshore and its recreational opportunities.

- To foster cooperation between the land management agencies (East Gippsland Shire Council and Parks Victoria), the community, the Aboriginal community and other

interested organisations to assist in the planning and management of the Mallacoota foreshore.

- To improve information and interpretive signage at and en-route to visitor sites.

### **3.3 Mallacoota Foreshore Land Zones**

#### **3.3.1 The Victorian Coastal Strategy 2002**

The Victorian Coastal Strategy 2002 identifies the Mallacoota Foreshore as being a “*General Recreation Zone*”.

The *General Recreation Zone* is defined as: -

*“Areas capable of sustaining recreational opportunities for large numbers of people. This zone should be managed to minimise impacts on remnant values and the coastal environment.”*

#### **3.3.2 The Environment Conservation Council Marine, Coastal and Estuarine Investigation (2000)**

The Environment Conservation Council (2000) has recommended that the area between the southern park boundary and Bastion Point be zoned as “*Coastal Protection*” and the area between Bastion Point and the northern park boundary be zoned as “*Coastal Recreation*.”

A “*Coastal Protection Zone*” is defined by the Environment Conservation Council as areas in relatively natural condition or with significant natural or cultural values, including sites or fragile environments which are sensitive to modification. These sites should be managed to provide for low impact recreation, consistent with protection of the natural values of the area.

A “*Coastal Recreation Zone*” is an area capable of sustaining recreational opportunities for large numbers of people. These zones should be managed for appropriate recreational use whilst minimising impacts on remnant values and the coastal environment.

#### **3.3.3 The East Gippsland Planning Scheme**

The East Gippsland Planning Scheme identifies the Mallacoota Foreshore as a Public Conservation and Resource Zone.

The purposes of this zone include: -

- To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.
- To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.
- To provide for appropriate resource based uses.

Uses that may be permitted include boat launching, camping and caravan park, car park, informal outdoor recreation, jetty, mooring pole, pier, kiosk, marine dredging, open sports ground and roads.

#### **3.3.4 Draft Gippsland Lakes and Mallacoota Inlet Boating Facilities Jetty Zoning Plan**

The following zones are recommended (Figure 3.1): -

- Commercial Zone

This zone focuses on providing facilities for commercial fishing and other marine related commercial operators. Developments in this area may

include jetties and slipway facilities with associated on-shore developments.

- Special Purpose Zone  
Areas set aside for planned or anticipated uses or for a use significantly different from any other current zone.
- Passive Marina Zone  
This zone provides for a commercial development for safe, secure, managed berthing of boats with minimal support facilities.
- Public Use Zone (high, medium and low density)  
These zones include public jetties, boat ramps, wharves, landings, slipways and any other facility constructed and maintained as a public amenity.
- No Jetty Zone  
Primary purpose of this zone is for the conservation of the natural values of the Crown land adjoining the waterway.
- Swing Moorings Zone  
This zone is set aside for swing moorings.
- Private Jetty Zone  
Provides for wet berthing of private boats. Licenses may be granted to owners of accommodation houses for use by guests. Multiple berth jetties are favoured in medium and high-density zones.

### 3.3.5 Mallacoota Foreshore Land Use Zones

The land use zones applied in the Mallacoota Foreshore Management Plan (Figure 3.2) are consistent with those described above and are used to describe broader geographic areas within the plan shading area.

### Southern Zone - Southern National Park Boundary to Bastion Point

This zone is located between the southern national park boundary and Bastion Point but does not include Betka River day use area.

This land was described as “*an area of outstanding beauty that remains in a relatively unspoilt state and as an area of public land set aside for public recreation, education, and inspiration in coastal environments.*” (Land Conservation Council 1986).

Secluded day use areas and beach access points can be found throughout this unit.

Recreational use of the area peaks during the summer holiday period. Outside these times, use is moderate to low.

Management priority will be given to conservation of natural and cultural values of the unit while providing for a range of recreation activities that require simple day use facilities and provide opportunities to appreciate the scenic qualities of this section. Facilities will be designed to integrate with the surrounding landscape and the recreation opportunities (such as walking tracks) in neighbouring Croajingolong National Park.

### Devlin’s Inlet Zone - Bastion Point to the Mallacoota Caravan Park

This zone is located between Bastion Point and the Caravan Park at Devlin’s Inlet. This zone is characterised by a landscape of cliffs and steep slopes leading to Mallacoota Inlet. Vegetation surrounding the grassed areas of the camp ground includes open eucalypt forest, and *Melaleuca ericifolia* scrub. Aboriginal cultural sites are located in Devlin’s Gully.

This zone receives intense use by people accessing the inlet and ocean

beaches and by walkers using the Mallacoota walking track network.

Management issues include informal access tracks to beaches, clearing of vegetation to obtain views, preservation of cultural values and unclear boundaries between private land and the foreshore.

The unit will be managed as a high use recreation area while protecting the coastal environment. Vehicle access and parking at Bastion Point and Bastion Beach, formalised access tracks and stairs to beaches, directional signage, day use facilities and maintained walking tracks will continue to be provided. Vehicle access to the cliff-top and pedestrian access to beaches in the Mortimer Street/Mortimer's Paddock area will be formalised and maintained.

Beach access will be managed to minimise soil erosion and vegetation loss.

### **Caravan Park Zone - Mallacoota Caravan Park**

This unit is located between Devlin's and Coull's Inlets but excludes the town wharf area.

The unit is characterised by a highly modified environment. Its principal uses incorporate a caravan and camping park, beach access and day use for picnicking, sightseeing, walking, boating and fishing.

Mallacoota residents have traditionally used this unit, particularly the southern section, as community open space.

The unit is strategic to Mallacoota's visual landscape as it forms the interface between the town's commercial precinct and views to the inlet and Howe Range.

The unit will be managed as a caravan park and day use recreation zone. Day use areas will be developed at the

Devlin's Inlet end of the caravan park and adjacent to the northern shelter shed on Panoramic Drive.

The southern section of this unit will continue to function as both a caravan park and community open space and provide for future community outdoor recreation demand in Mallacoota.

The high Aboriginal cultural values and landscape values of the unit will be enhanced and preserved.

### **Town Wharf Zone**

The town wharf facilities and the northern section of the caravan park dominates this area.

The wharf area is a focal point for day visitors and cruise boat operators and offers excellent views to the inlet and Croajingolong National Park.

Facilities include jetties, public wharf, boat ramps, boat charter booking offices, interpretation displays and car parking.

The area is popular with campers and is used intensely during holiday periods for sightseeing, boating and fishing.

Management issues include parking and traffic management; drainage; run-off discharged into the lake; poor condition of the Mallacoota Town Slipway; conflicts between users of the boat ramp, pedestrians and campers and poor aesthetic values.

Mallacoota Town Wharf will be managed as a focal point in the town for boat launching, boat cruises, sightseeing, boat hire, boat maintenance and fishing. The area will cater for high levels of use and the needs of a wide range of visitors.

### **Northern Zone - Coull's Inlet to the Northern National Park boundary**

This unit extends from Coull's inlet to the national park boundary north of

Buckland's Jetty. The unit is typified by its mixture of jetties, wharves launching ramps, agricultural land and remnant coastal vegetation. The unit will be managed to support boating and other recreational uses of the inlet while protecting remnant vegetation particularly vegetation between Lakeside Drive and the Inlet.

The shoreline edge will be maintained in a natural a state as possible.

### **3.4 Key Activity Nodes**

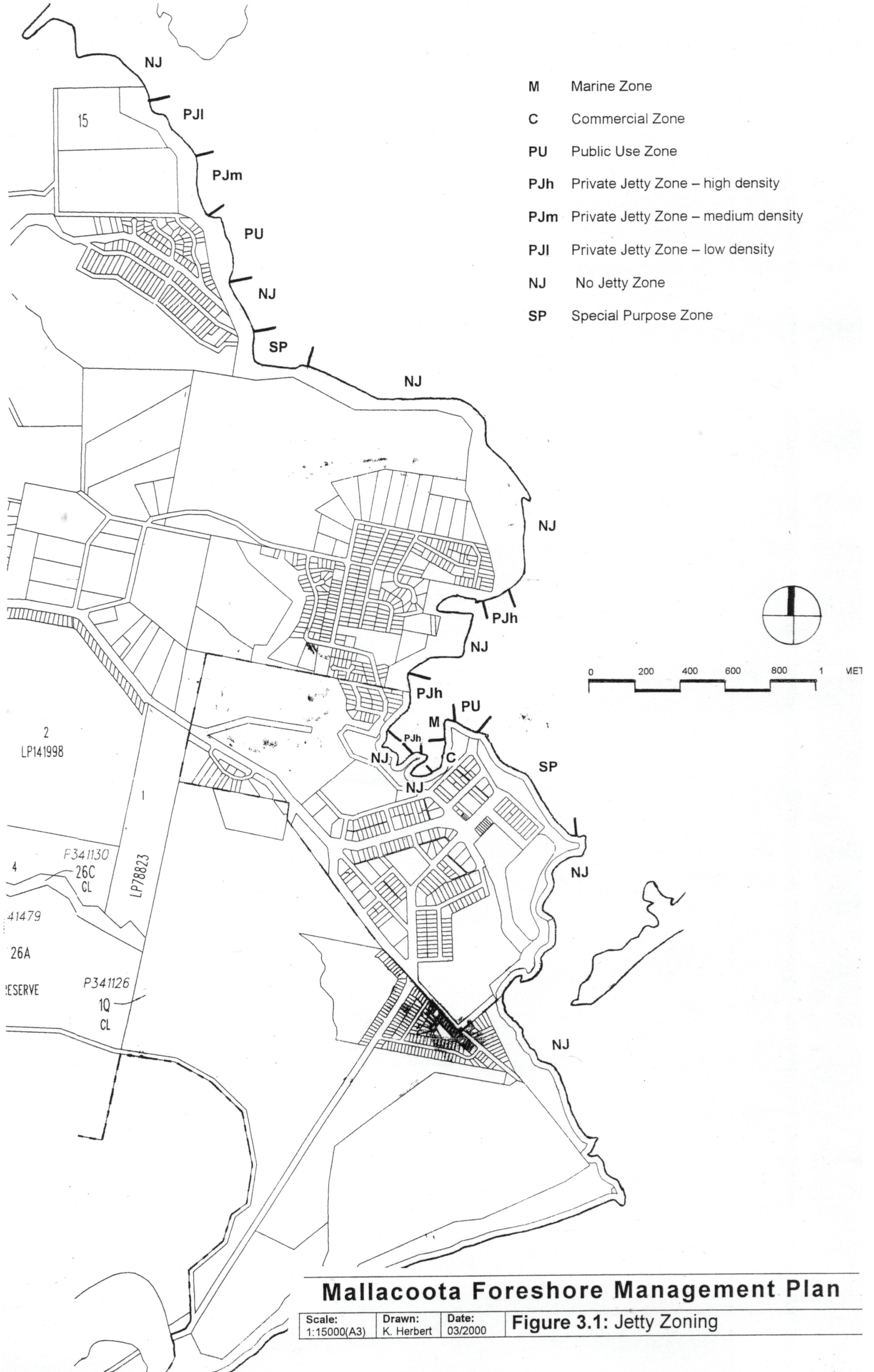
*The purpose of designating an activity node is to direct use and development outcomes to sites that are suitable and of strategic benefit.*

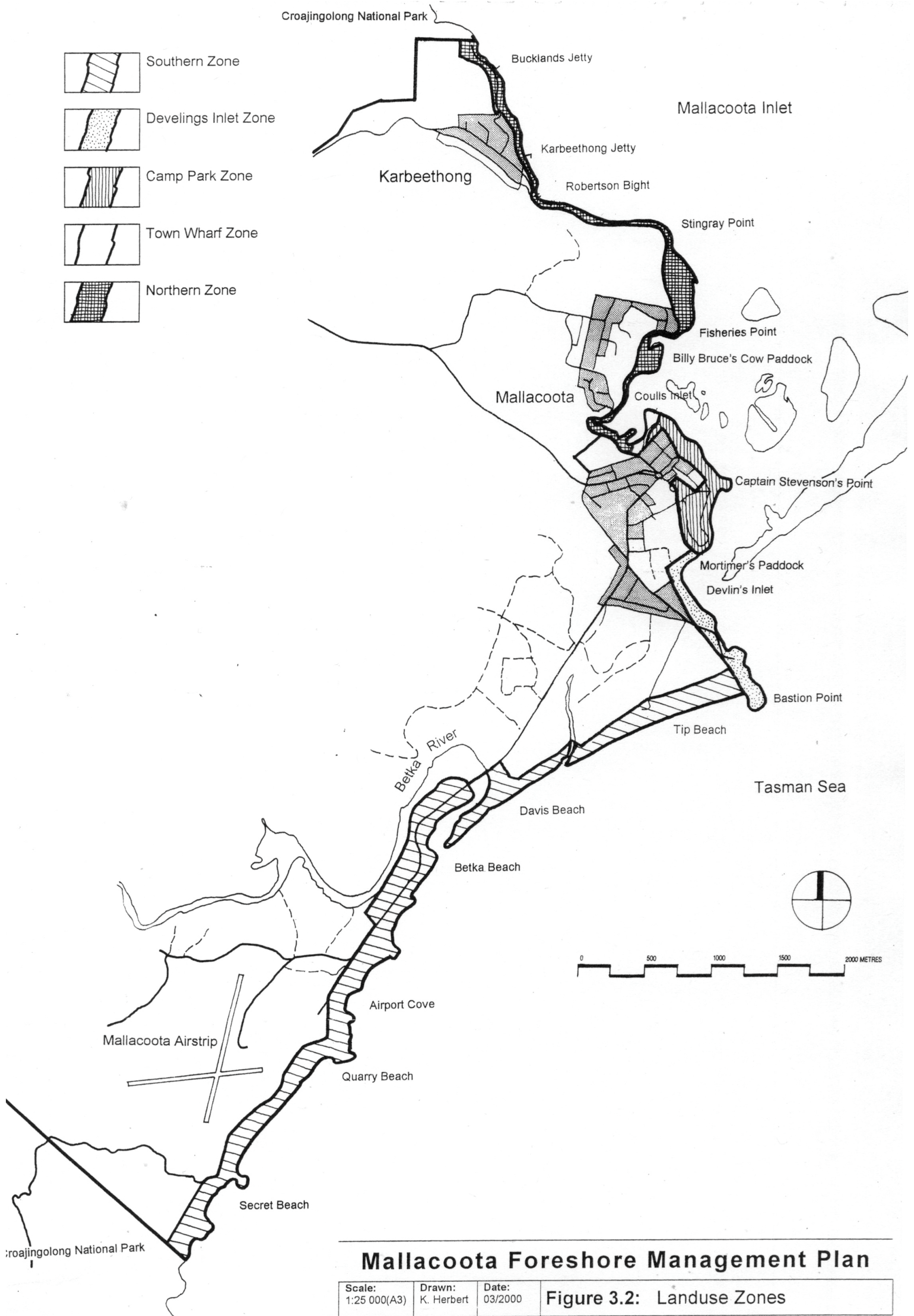
Key activity nodes in the Mallacoota foreshore (Figure 3.3) contain the major concentrations of coastal recreation activity and are located at: -

- Mallacoota Caravan park
- Mallacoota Town Wharf
- Karbeethong
- Buckland's Jetty
- Bastion Point
- Betka River

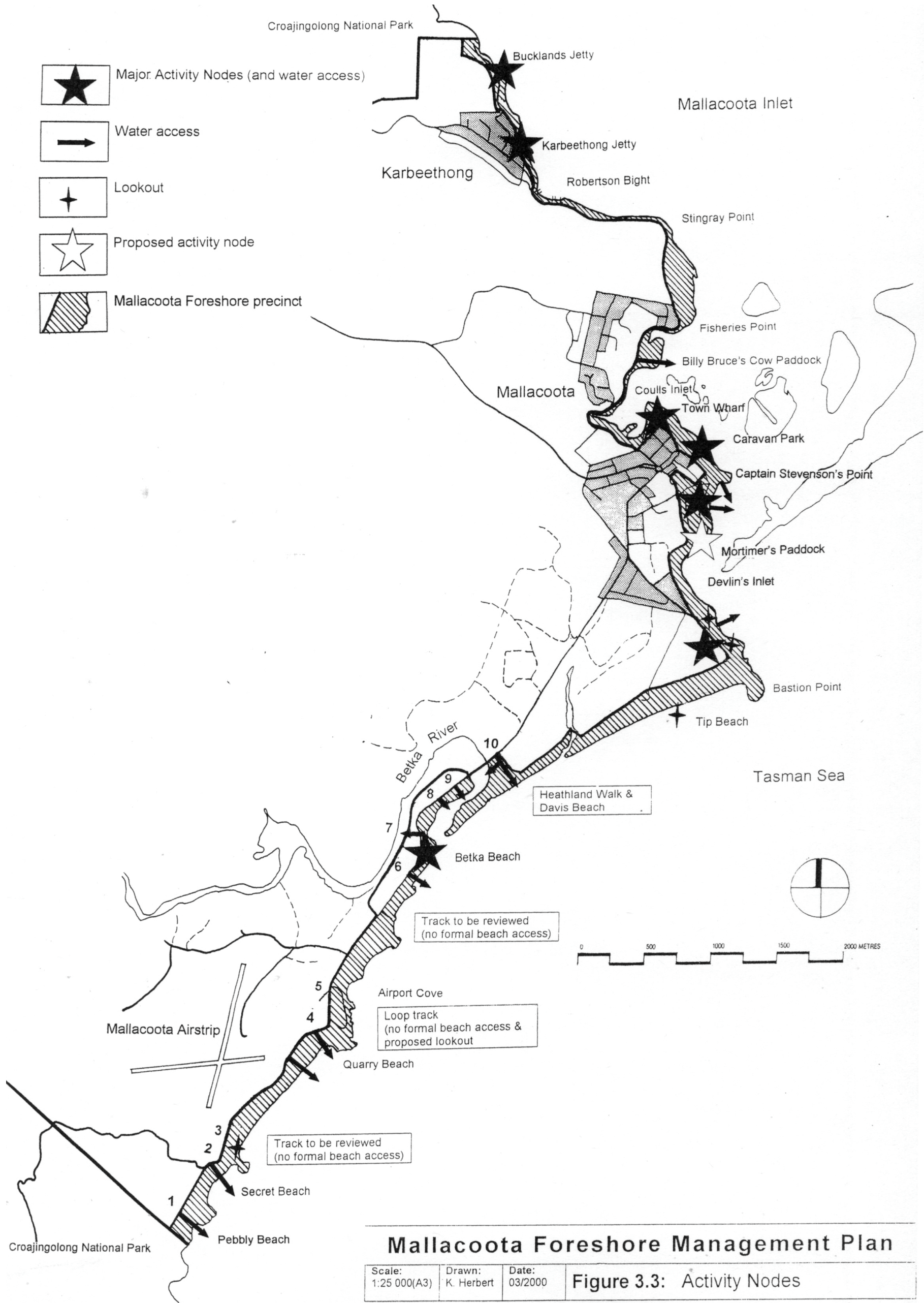
Descriptions of management issues and management actions relating to these activity nodes are presented in sections 4.3 of this plan.

Minor activity nodes can be found at Tip Beach, Davis Beach, Quarry Beach, and Secret Beach.









## 4 MANAGEMENT STRATEGIES

### 4.1 Resource Conservation

#### 4.1.1 Natural Environment

##### 4.1.1.1 Flora

The Mallacoota foreshore area provides a variety of modified and intact vegetation communities. It supports two vegetation communities of significance, and a number of rare or threatened species.

#### Issues

- Three significant vegetation communities are located within the foreshore area, including Saltmarsh, Coastal Lowland Heath, and Swamp Scrub. Weeds, fire and pressure from land use can threaten these vegetation communities, including recreation.
- A number of rare or threatened species are located within the study area.
- A number of introduced weeds are present within the study area. A number of these have the potential to dominate disturbed areas, and in some instances colonise native vegetation complexes.
- Foreshore bushland adjacent to urban areas is at risk from “creeping backyards” (invasion by introduced garden species).
- Vegetation is being impacted by intensive use within the high use areas that include the Mallacoota Caravan Park, Coull's Inlet, the area between Coull's Inlet and Karbeethong, Devlin's Inlet, Bastion Point, and Betka River.
- There is a lack of information relating to the vegetation of the foreshore area. No systematic recording of vegetation of the

foreshore area has been undertaken. Such information would assist in the formulation of appropriate management prescriptions.

- The illegal removal of vegetation has occurred at lookouts at Bastion Point and Tip Beach. This issue is addressed under Section 4.3.3.
- Native vegetation is at continued risk of impact by the use of informal vehicle tracks, and from vegetation clearing around private jetties for the creation of car parking spaces, and from intensive use within the Mallacoota Caravan Park.
- A number of members of the local community have identified a need to clean detrital material from under Melaleuca vegetation between Coull's Inlet and Karbeethong. Such an activity is not considered appropriate. Typically the Melaleuca vegetation separates Lakeside Drive from the foreshore. Detrital matter is likely to assist in the entrapment of sediment from the road verge and provide an important role in nutrient recycling. The detritus is also likely to provide important cover for fauna, especially invertebrate fauna. It may also provide detrital matter for the littoral community, which occupies the rocky, sandy and mud substrates of the intertidal and supra-tidal zone.

#### Management Actions

- Low impact improvements such as toilets, car parks, access roads signage and lookouts only will be permitted along the foreshore between Bastion Point and Betka Beach, and Betka Beach and the

southern boundary to the national park.

- Carry out appropriate levels of environmental impact assessment for new development, to assist in the protection of rare, vulnerable or sufficiently known species.
- Investigate, and negotiate (with support from organisations such as Coastcare) weed control programs. These should especially target more aggressive environmental weeds that are capable of colonising native vegetation, and continue to foster public awareness in relation to the impacts of “creeping backyards.”
- Facilitate conduct of vegetation survey along the extent of foreshore from Bastion Point to the southern boundary to survey vegetation complexes, rare species etc.
- Manage the Melaleuca scrub along the foreshore as a natural environment by not cleaning out dead timber.
- Where people have cleared vegetation around private jetties, it will be required to be revegetated.
- Maintain vegetation at Bastion Point, Devlin’s Inlet, at Coull’s Inlet and along Lakeside Drive to retain view lines when such action does not adversely impact on the natural values of the foreshore.

#### 4.1.1.2 Fauna

The Mallacoota foreshore area provides a number of significant habitats that include forest, heath, dunes, saltmarsh and marine vegetation communities and beach (littoral) habitat and caves. These provide important habitat to native terrestrial, littoral and fish species, including rare and threatened species.

#### **Issues**

- There is a lack of information relating to fauna of the Mallacoota foreshore area. There is considerable potential for providing on-site interpretation along the foreshore.

A number of habitats within the foreshore area are at risk of impact from existing or increased uses. They generally include: -

- Nesting sites of littoral species. These include sandy beaches. Beach nesting birds are vulnerable to continued disturbance and accidental crushing (by humans) and taking of eggs (by dogs).
- Shoreline habitat to waterbird species. These include habitat located at Coull's Inlet, and other intact foreshore areas located along Lakeside Drive (eg. Fisheries Point).
- Coastal heath that provides potential habitat to a variety of species, including the significant Ground Parrot. Though the existing heath has not been burnt for an extended period, which may reduce its potential value to the Ground Parrot. While the heath habitat is likely to be relatively robust, the creation of new pedestrian and vehicle tracks can fragment habitat and result in the ingress of predators (foxes, cats and dogs). This can substantially impact on slow moving species such as the Ground Parrot.
- The caves south of Bastion Point provide habitat to the Eastern Horseshoe Bat and Large Bent-wing Bat. Some caves are at risk of disturbance by recreational use.
- A number of species are likely to be impacted by uncontrolled domestic pets, including dogs and

cats. These especially include birds nesting within the littoral zone.

### Management Actions

- Facilitate surveys of fauna of the Mallacoota foreshore area. This will have the objective of improving management of fauna. This could be achieved in association with study groups, and universities.
- Encourage responsible pet ownership practices.
- Encourage completion of surveys to monitor fish stocks, and impacts of bait collection activities within the foreshore area.
- Prepare interpretation information on fauna of the Mallacoota Foreshore area.
- Existing road access adjacent to Airport Cove should be maintained at its current level to protect habitats at this site. Beach access should not be formalised, and informal beach access discouraged.
- Minimise development along the foreshore within shoreline bird habitat (at Coull's Inlet and Fisheries Point), and between Bastion Point and Betka Beach, and Betka Beach and the southern boundary, especially within, or adjacent to important habitat complexes.
- Ensure that planning of facilities considers potential impact on fauna, especially significant fauna.
- Locate sites of beach nesting birds to manage sites to conserve the genetic diversity and longevity of the species.
- Investigate appropriateness of implementing ecological burns of heath, over a 10 to 15 year cycle,

which may maintain value of heaths as Ground Parrot habitat<sup>4</sup>.

#### 4.1.1.3 Visual Landscape

The foreshore around Mallacoota is an area of high visual integrity. A variety of outlooks towards Howe Range are offered over Mallacoota Inlet within the urban precincts of Mallacoota and Karbeethong or over the ocean from Bastion Point to the southern boundary of the National Park.

#### Issues

- Unauthorised removal of vegetation along the foreshore at Devlin's Inlet, Bastion Point, areas within the Caravan Park, and areas around private jetties.
- Removal of planted trees at Coull's Inlet by nearby residents to allow views across the inlet.
- The degraded visual integrity of the Mallacoota Wharf area due to its unstructured facilities.
- The undesirable standard of design qualities and inappropriateness of infrastructure and development along the foreshore such as toilet blocks, outdated picnic facilities and bollards within the Mallacoota and Karbeethong urban precincts.
- In order to develop a consistency of infrastructure design in the foreshore area, Parks Victoria and East Gippsland Shire Council need to agree on design principles so that consistency of design is possible. Parks Victoria design standards already exist.

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<sup>4</sup> Scientific literature is divided in regard to prescribing fire in ground parrot habitat. Some authors suggest that habitat needs to be burnt frequently, other literature (Baker & Whelan 1994) question this.

## Management Actions

- Maintain and enhance existing vegetation along foreshore to provide visual barrier from the inlet looking towards Mallacoota and Karbeethong.
- Where development occurs on the foreshore (permanent structures), ensure development is screened by existing mature vegetation.
- Design infrastructure to maintain the visual integrity to integrate with the natural or urban environment.
- Adopt existing landscape plans to upgrade Mallacoota Wharf area, Coull's Inlet, Karbeethong Jetty and Devlin's Inlet (along with identified modifications).
- Design facilities such as, tables, seats, lighting, bins enclosures, bollards, and paving to enhance the maritime character of the area.
- Utilise local indigenous species in design solutions within the urban precincts of Mallacoota and Karbeethong.
- Maintain existing outlooks over the lake from vistas at Captain Stevenson's Point, Bastion Point Lookout, Coull's Inlet, the "Billy Bruce's Cow Paddock" area and Devlin's Inlet.
- Maintain views of Coull's Inlet from the southwest by planting only small shrubs and grass species along the shoreline.
- Screen existing structures including toilets, gas tanks along the foreshore with local indigenous plants.

### 4.1.1.4 Global Warming

Global warming has the potential to increase the level of the sea by 20cm by 2030 and 65cm by 2100 (Rankin

1998). These changes could result in more frequent and more severe flooding of low-lying areas.

## Issues

- Should there be a rise in the level of the sea, facilities developed within the foreshore area are at risk from high tides, and flooding.
- Lakeside Drive, north and south of Broome St can become inundated by water for prolonged periods of time.

## Management Actions

- Ensure planning of facilities considers potential impact of climate change. This might be achieved by ensuring that flood prone high capital cost facilities (eg. toilet blocks) are constructed on higher ground.
- A coastal hazards study will be undertaken to assess the potential impact of climate change and consequent sea level change on Mallacoota foreshore infrastructure. Improvement works such as raising the level of Lakeside Drive will be considered within the context of the coastal hazards study.

### 4.1.2 Cultural Environment

The Mallacoota foreshore has a rich Aboriginal heritage, and is considered a significant place by the local Aboriginal community.

Three non-indigenous historic sites are located within the foreshore study area; these include Captain Stevenson's Point, the house site of Captain Stevenson at Devlin's Inlet, and the hut site at Buckland's Jetty. The two shelter sheds in the Mallacoota Caravan Park also have local historic significance.

## Issues

- A study of archaeological sites was completed in 1983 (Simmons 1983). This identified that Mallacoota is of significance from an archaeological standpoint.
- The report completed in 1983 identified a number of management prescriptions. These do not appear to have been implemented.
- The report, while comprehensive at the time of preparation, needs to be reviewed and updated.
- There is a need for additional archaeological investigations to take place within the Mallacoota Foreshore area, to update existing information.
- Archaeological material occurs at areas experiencing public use. This includes Captain Stevenson's Point, and a site adjacent to the northern shelter shed at the Mallacoota Caravan Park. Sites are also located at Devlin's Inlet.
- A number of archaeological sites are at threat from existing recreational use.
- Aboriginal cultural heritage is protected under both the Victorian *Archaeological and Aboriginal Relics Preservation Act 1972*, and the Commonwealth *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*. It is offence to deface, damage, interfere with or endanger an Aboriginal place unless the prior consent of the local Aboriginal community has been obtained in writing.

## Management Actions

- The preparation of a management plan for cultural heritage sites and issues is proposed by Aboriginal Affairs Victoria in consultation with Gippsland Cultural Heritage Unit,

and the Cann River Aboriginal Community. This will address issues relating to the archaeological sensitivity of the foreshore area, and identify sites at risk.

- A protocol will be developed that will involve: -
  - consultation with the Aboriginal community during planning for facilities on the Foreshore and during their construction;
  - completion of archaeological assessment, in liaison with the Aboriginal community, at sites identified for redevelopment where appropriate.
- In the assessment of proposals at Captain Stevenson's Point, any works planned at the site needs to consider its archaeological and historic significance.
- The heritage values of the caravan park shelter sheds and the hut at Buckland's Jetty will be assessed. Subject to the outcome of the investigations, Council will seek listing with Heritage Victoria.

## 4.2 Resource Protection

### 4.2.1 Landform, Geology and Soil Conservation

The foreshore area contains a number of important landform and geological features. The foreshore area also contains soils susceptible to erosion that include soils derived from Tertiary sediments and Ordovician metasediments. Dunal areas are located between Bastion Point, and Betka River.

#### Issues

- A number of landforms are currently impacted by existing uses. These include: -
  - informal accesses down short cliff faces (headlands) at the

- caravan park and south to Bastion Point;
- informal accesses down short cliff faces between Betka and Secret Beach.
- Discharge of turbid run-off along the foreshore of Mallacoota Inlet, a process that impacts on water quality of the inlet, places littoral and marine vegetation and associated fauna habitat at risk from covering by sediment. Sediment is generated from a number of sources that include: -
  - gravel roads (within the Caravan Park, at Karbeethong, Bruce Street and Buckland's Jetty);
  - gravel road verges, gravel parking areas adjacent to private, and public jetties;
  - informal pedestrian accesses to the Inlets Foreshore;
  - tracks within Shady Gully;
  - informal gravel boat ramps;
  - constructed stormwater drainage lines (eg. at Bastion Point, and the gravel road accessing Buckland's Jetty).
- Minor erosion of beach access at the Betka River inlet is occurring.
- Turbid run-off is discharged from a number of gravel roads, walking tracks and beach accesses south of Bastion Point, these include the southern end of Betka Road, beach accesses (eg. Secret Beach and Quarry Beach), and associated walking tracks. In general terms, impact on water quality and vegetation from these processes is likely to be of a moderate level.

### Management Actions

- Continue implementation of the stormwater management program. Consideration should be given to the creation of a stormwater management plan for the foreshore area.
- Install sediment traps at the seven culvert drainage outlets between Coull's Inlet and Captain Stevenson's Point, with the highest priority being those located on Lakeside Drive at the power station and two at Coull's Inlet, and at the rock wall at the Caravan Park. Assess the effectiveness of existing sediment basin above Coull's Inlet, and maintain, or remove as appropriate.
- Place a high priority on the sealing of unsealed roads within the Mallacoota Caravan Park as described in section 4.5.4.2.
- Maintain erosion control structures on existing tracks within Shady Gully. The rationalisation and closure of some tracks should be investigated.
- Seal car park and boat ramp areas at the Town Wharf and Karbeethong Jetty as described in Section 4.3.2.
- Rationalise informal boat ramps at Robertson's Bight (see Section 4.4.2).
- Improve existing stormwater controls at Bastion Point (see Section 4.3.3), and on the gravel road accessing Buckland's Jetty.
- Encourage the growth of natural vegetation along the foreshore within the urban precincts of Mallacoota and Karbeethong to filter run-off before it enters the inlet.
- Rationalise beach access within the Mallacoota Caravan Park by closing

informal beach access tracks as described within Section 4.5.4.2.

- Improve beach access at Betka River as described in Section 4.3.4.
- Upgrade access tracks south of Betka after appropriate planning has been carried out.
- Monitor the dune blow-out at the southern end of Tip Beach, and if the stability of the dune system is being compromised, fence it off, and carry out appropriate rehabilitation measures.
- Erosion control structures associated with dirt roads, walking tracks and beach accesses south of Bastion Point, will continue to be maintained.
- Applications for private jetty licenses and renewals must incorporate vegetation protection and rehabilitation where necessary (eg. where unauthorised clearing of vegetation has occurred).

#### 4.2.2 Hydrology and Water Quality

Water quality within the Mallacoota Inlet, Betka River, and smaller creeks, in general terms, is likely to be of a high quality. Impacts on water quality from the foreshore area occur from sedimentation (see Section 4.2.1), and other pollutants associated with stormwater, and potentially effluent from the Betka River toilet septic system.

##### Issues

- Water quality within Mallacoota Inlet, and to a lesser extent Betka River, is impacted by turbid run-off from the foreshore area (see Section 4.2.1). Other stormwater pollutants are likely to enter the inlet area.
- There is no flood plain management plan for the area, and when the lake closes, water can back up, and

Lakeside Drive is partially covered at a number of sites.

- There is a risk of the entrance closing more often in the future (a result of silt being deposited), and raised water levels within the estuary causing bank erosion, and salt-water inundation.
- The foreshore area is at risk of pollution from oil spills (both from land and water based activities).
- The water quality at Betka River may be influenced by the existing septic toilet facility at this locality.

##### Management Actions

- A number of management actions have been prescribed within section 4.2.1, aimed at reducing erosion within the foreshore area. Implementation of these will assist in minimising impact on water quality from turbid run-off. In summary these will include: -
  - installation of sediment control structures;
  - improved management of vegetated areas, and revegetation of bare areas;
  - progressive sealing of roads within Mallacoota Caravan Park, the Town Wharf and at Karbeethong Wharf;
  - improve existing stormwater controls at a number of sites;
  - rationalise beach access at a number of sites
- Ensure an Oil Response Plan is current, and the continued presence of appropriate trained personal available.
- Consider alternative systems for storm water control (eg. use of wetland filters) within the Urban Precinct.



- Facilitate preparation of a floodplain management plan for the foreshore area.
- Encourage continuation of the Water Watch Program to monitor water quality at Mallacoota Inlet.
- Carry out monitoring of Betka River at the day use site, concentrating on water quality at times of peak use, and when the river mouth is closed. The objective of this monitoring will be to assess if the septic system is impacting on water quality, and implications in relation to public health.

#### 4.2.3 Fire Management

Mallacoota is fire prone. The Cann River-Mallacoota area was subject to a 140,000-hectare wildfire in March 1983. The East Gippsland Shire Municipal Fire Management Plan (MFMP), prepared in accordance with Section 53 of the *Country Fire Act 1958* develops strategies relevant to fire management and suppression relevant to Mallacoota.

Within Crown lands managed by the East Gippsland Shire, fire management is the responsibility of the Shire, and the Country Fire Authority (CFA). This includes the area of Foreshore from Bastion Point, north to Croajingolong National Park, and land managed by Council at Betka Beach. Any protection works are the responsibility of the shire, and fire suppression the responsibility of the CFA.

Fire management on all Crown Land, excluding land managed by a committee of management (eg. the lake foreshore within the study area), is the responsibility of the Department of Sustainability and Environment, including protection works, and suppression.

The Department of Sustainability and Environment has prepared a Regional

Fire Protection Plan. This plan provides for a 3-year fuel reduction plan. Within this plan Mortimer's Paddock and Shady Gully are listed as a Zone 1 fuel management zone. Management of this zone has a primary objective of maintaining low fuel levels for the protection of assets.

Risk of wildfire at Mallacoota is primarily related to: -

- i) easterly passage of high pressure systems that direct hot, dry north westerly winds from central Australia;
- ii) southerly change that directs strong winds from southern Victoria over the area (southerly bluster); and
- iii) a hot stable day, which results in intense heating of the land, and the development of afternoon north-easterly sea breezes.

These factors suggest that land on the north western, and southern side of town, including Mortimer's Paddock and Shady Gully, lands neighbouring the study site provide a fire risk to Mallacoota.

#### Issues

- Betka River Bridge is an important watering point.
- Cleared areas of Crown land and private land surrounding Mallacoota township provide fire break – buffer zones.
- Areas identified as medium risk fire hazards include Mortimer's Paddock and Shady Gully.
- Community assets located within the study area include the Mallacoota Town Wharf area, and the caravan park.

#### Management Actions

- Access to watering points at Betka River bridge will be maintained;

- Appropriate fire regimes will continue to be maintained at both Mortimer's Paddock and Shady Gully, as prescribed in the Mallacoota Fire Protection Strategy (it is identified as a Zone 1 Asset Protection Zone). The protection of property is the primary objective of this management zone;
- Future planning for facilities will consider risk to them from wildfire, and risk of causing wildfire; and
- Existing refuge areas for the Mallacoota Caravan Park will be maintained.

#### 4.2.4 Fish Resource

Mallacoota Inlet is an important fish resource (see 2.1.7). It also contains the state-significant species Australian Bass, which has been recorded within the inlet.

##### Management Actions

- Ensure that the management of the foreshore area, and development of facilities does not degrade fish habitat.

#### 4.2.5 Pest Species Management

A number of weed species (eg. Cape Ivy) and introduced animals occur within or frequent the planning area. Some weed species threaten the integrity of vegetation communities. Introduced species, including foxes, feral cats and dogs, and rabbits have the potential to threaten bio-diversity of intact areas of the foreshore.

##### Issues

- Weed species such as Bitou Bush, Kikuyu, Pampas Grass, Bridal Creeper; Blackberry, Cape Ivy, and Honeysuckle, threaten the integrity of native vegetation within the foreshore study site. While Kikuyu is an aggressive weed species, it is a naturalised species, being an important pasture grass.

Eradication of this species would not be appropriate in some areas.

- Bitou Bush (Boneseed) has the potential to become a significant weed problem in the foreshore planning area.
- Foreshore bushland adjacent to urban areas is at risk from "creeping backyards".
- A number of species of introduced fauna occur within the urban precinct of the foreshore area. These include the House Sparrow, Common Starling and rodents. In general terms, eradication programs for these species are not considered practical.
- Introduced foxes, feral cats and dogs occur within the study site. Foxes, cats, and to a lesser extent dogs are likely to impact on native fauna populations.
- Large rabbit populations occur within the Mirrabooka and Karbeethong areas. Impacts associated with rabbits include land degradation (loss of native vegetation and biodiversity, and erosion), and can prevent regeneration of native vegetation.

##### Management Actions

- Create a pest species management program for the foreshore planning area. This will identify areas with major weed invasion and create the appropriate control methods, and identify strategies for the control of feral animals. Such a plan can be prepared in association with groups such as Coastcare. It would identify appropriate levels of pest species monitoring.
- Increase community awareness to reduce the 'creeping backyard' syndrome and to remove invasive

plants from gardens. This could include compilation of a list of plants that are inappropriate to the Mallacoota area.

- Facility development will include the provision of rodent proof rubbish receptacles, and be designed in a manner that will not provide harbour to rodents and rabbits.
- A rabbit control program will be developed. This can involve ripping of rabbit warrens, the timed introduction of biological control (Myxomatosis and Rabbit Calicivirus), and a public education program relating to the removal of rabbit harbour and warrens within private land. Council is the responsible authority in the Karbeethong/Mirraboooka area. The support of groups such as Coast Care and Friends of Mallacoota should be sought in any control program. There is potential for chemical poisoning of rabbits (eg. Pindone). This would require extensive public consultation.
- The development of new facilities, including walking tracks, will consider the likely impact that the work will have on introduced predator numbers. This will include the potential that any new walking tracks will have in relation to the ingress of introduced predators to habitat areas.
- Consideration will be given to the control of feral predators within the study area, should numbers appear to increase. This could involve implementation of a range of programs. There is potential to use poison baits. This would require extensive public consultation.

#### 4.2.6 Waste Management

Management of putrescible waste within the study area includes the provision of

large Dumpsters within the Mallacoota Caravan Park, and the provision of rubbish bins at the town wharf and Bastion Point. At more remote sites (Betka River), and within areas less intensively utilised, rubbish facilities are not provided, and a number of signs stating that rubbish should be taken away with visitors have been installed.

Sewage from toilet facilities within the urban and cultural precincts is treated within Mallacoota's sewage treatment plant. Three toilet facilities are provided that are not connected to this treatment plant, these being located at Bastion Point, Betka River and Tip Beach. The Bastion Point, Tip Beach toilets are pit toilets, and the Betka River toilet is septic.

Currently a Slop Hopper is located at Karbeethong Wharf for depositing sewage from larger boats.

A brine waste disposal pipe, from the Mallacoota Abalone Co-op discharges into a large sea cave south of Betka. This waste water is used to "tumble clean abalone. The pipe discharges approximately 35,000 litres a year. It is licensed by the EPA. It contains no solids, and has a salt content of approximately 10%. The brine discharges directly into the ocean. The discharge is monitored, and does not appear to impact on marine features at this locality.

#### Issues

- The policy of not providing rubbish bins at the non-urban sites (with low to moderate visitation) appears to be successful. However, for the policy to continue to work, community education via appropriate signage is necessary along with on-going monitoring and removal of waste left at these sites.

- The rubbish bins in the Town Wharf area are inadequate, as they generate windblown rubbish.
- Recycling facilities in the foreshore area are only provided in the caravan park. Some demand for recycling within other areas of the foreshore has been demonstrated.
- The toilets at Bastion Point and Tip Beach are pit toilets, and of an inadequate standard to sites receiving moderate or high levels of visitation.
- A pump-out facility for boats may be required to service the Mallacoota Inlet in the long term. At this point in time the number of boats with holding tanks using the Inlet is not known. Furthermore, a pump-out facility would need to be actively managed.  
A slop-hopper can be used with minimal supervision.
- Toilets at Betka River use a septic system. The absorption trench is located near to Betka River, and it is possible that effluent from the absorption trench is eventually discharged into Betka River (see Section 4.2.2).
- Rubbish bins (including recycling) will be provided at Karbeethong Jetty.
- The effectiveness of the policy of not providing waste bins (visitors taking out their own rubbish) at non-urban sites will be monitored and supported by appropriate signage installations and routine site inspections/ waste removal. Foreshore managers may, in future, vary this policy subject to on-going monitoring.
- Undertake an assessment of current and future boat usage of the Mallacoota Inlet to estimate the number of boats with waste holding tanks using the Inlet. Subject to the above, incorporate an appropriate waste facility in the proposed improvements to the town wharf area.

### Actions

- Upgraded toilets should be incorporated into any proposed redevelopment of Bastion Point (see Section 4.3.3).
- Future toilet installations in the southern section of the foreshore reserve will incorporate best practice design and technology to reflect natural, visual and recreation values of the foreshore.
- The provision of improved rubbish bins at the Town Wharf (including recycling) will be incorporated into the landscape plan at the site.

## 4.3 Activity Nodes

### 4.3.1 Mallacoota Town Wharf Area

Mallacoota Town Wharf is highly visible and a strategic asset to Mallacoota. It is the focal point in the town for boat launching, boat cruises, boat hire, boat maintenance, fishing and sightseeing and is subject to high levels of use.

#### Issues

- Parking, traffic movement and manoeuvring zones have not been delineated. Consequently car and trailer parking can become congested and often encroaches onto the grassed areas and the caravan park, particularly at peak times.
- The wharf area is not sealed and is inadequately drained. Consequently, the boat launching area and car park can become boggy during periods of wet weather.

- Turbid runoff is discharged from the gravel car park into the lake. This results in the deposition of silt into the inlet.
- The Mallacoota Town Slipway is in poor condition and in need of replacement. (This matter is addressed in Section 4.6.3 of this plan).
- There are currently three sites in the wharf area taken up by two caravans and a building, all of which take bookings for three different businesses - two boat charter operations and one boat hire. There may be scope for rationalising the three offices into a single location at some time in the future.
- Currently a number of user conflicts occur, between users of the boat ramp, pedestrians and campers. Planning at the town wharf area needs to cater for the needs of a wide range of visitors, and reduce conflict between user groups.
- The existing wharf area provides a focal and recreational node, but has poor aesthetic values, and recreation facilities.
- Car parking at the Parks Victoria/DNRE information centre is inadequate and the Parks Victoria site is too small to fully accommodate demand for parking. Some land on the north side of Buckland Drive will be used for car parking.
- Day use areas;
- Separation between vehicle areas, day use areas and the caravan park;
- A planting plan for the eastern edge of Coull's Inlet;
- Car parking for 5-10 vehicles off Buckland Drive opposite the Parks Victoria/DNRE information centre.

However, it is considered necessary to update the plan in response to public expectations and management of the site before the commencement of the landscape construction plan and specifications.

The amended plan will include: -

1. Two character zones which include:
  - Natural** – extending from the western extremity of the car park along the southern extent of Coull's Inlet. This will retain the natural shoreline of the inlet and encourage the growth of shoreline grasses/sedges.
  - Modified** – Town Wharf area and caravan park. Infrastructure such as bollards, seating, signage, lighting and paving will be constructed to emphasise the maritime character of the site.

A similar infrastructure style will be developed for use in the proposed improvements at Karbeethong Jetty and Devlin's Gully to maintain a link between each of the urban day use areas.
2. Tree planting along the waters edge on the western bank of Coull's Inlet that will be restricted to small native tree, shrub and groundcover species in order to retain views from the south of the Inlet.
3. Simplified pedestrian movement by removing the pathways within the area adjacent to Buckland Drive that were proposed in the 1988 Plan.

### Management Actions

The landscape concept plan developed in 1988 for Mallacoota Town Wharf (Attachment 1) addresses the main issues identified above. It incorporates the following: -

- Formal car and trailer parking;
- Manoeuvring area for boat launching;

4. Emphasis on pedestrian movement with the wharf area to make it a focal point for the people by:
  - Developing a path system that connects the pathway at the slipway and the proposed lakeside walking path.
  - Using bollards and coloured paving to delineate vehicles and pedestrian areas eg. at the boat ramps.
  - Planting trees at the parking area at the promenade to delineate cars from promenade, visually reduce the hard surface area of the paving and create shade.
5. Emphasis on the day use areas incorporating picnic facilities, tables and seats, covered barbeques, shade and shelter adjacent to caravan park toilets (near promenade). The existing playground within the Caravan Park within this precinct will be upgraded and continue to be available for public use.
6. The point to the north of the slipway being kept open to retain views and its existing character. No shrub planting.
7. Panoramic Drive remaining open to the Town Wharf.
8. A drainage plan taking into account its susceptibility to flooding and stormwater run-off.
9. A site, which may, in future accommodate all bookings and administration, associated with boat hire and charter boats operating from the Town Wharf area. Other commercial ventures associated with tourism or boating could be incorporated in future.
10. A waste disposal facility for on-board waste for boats berthing at the town wharf.
11. Covered information display boards.

12. Car parking will be provided for on the northern side of Buckland Drive, opposite the Parks Victoria Information Centre.

#### 4.3.2 Karbeethong

Karbeethong Jetty and the town wharf are the two main boating access points into Mallacoota Inlet. Karbeethong jetty is used for picnicking, boat launching, short-term mooring, for sailing regattas by the Mallacoota Sailing Club, and by Mallacoota House Boat rentals as its operations base.

The area has a toilet with disabled access. A slop hopper is located outside the existing toilet block.

#### Issues

- Anecdotal evidence suggests an increase in use of Karbeethong Jetty during shoulder and off-peak times.
- The car park is unstructured and consists of a gravel surface. At times car parking can become congested because of unregulated car and trailer parking.
- After periods of rain sediment tends to run into the lake and the boat ramp area can become boggy.
- Minor dredging around the jetty is required.
- The existing ramp is too close to the public jetty. It is difficult to use the boat ramp when boats are moored on the lower level of the existing jetty.
- Additional boat launching capacity is required at peak times.
- The need for a children's playground at this site has been identified.

#### Management Actions

The landscape plan prepared by Mr Vern Darby for the East Gippsland Shire

Council for the Karbeethong Jetty and its surrounds (Attachment 2) will form the basis for improvement works incorporating: -

- Formalised and sealed car parking and boat ramp area.
- Adequate boat launching space with appropriate signage.
- Space for the Mallacoota Sailing Club including a shore launching area for small sailing boats.
- Increased recreation area.
- Covered barbecue and picnic tables.
- Shade tree planting.
- Re-grassing of degraded areas.
- General landscaping,
- Rubbish bins and security lighting.
- Power and water provided to the jetty (subject to negotiation with berth-holders).
- Rationalised signage.
- An additional boat ramp.

In addition to the above: -

- Signage to indicate that the jetty is low and not suitable for mooring will be installed to assist with boat handling. The lower level jetty will be reserved for boat launching and retrieval.
- The possibility of additional wet berths at Karbeethong to accommodate a demonstrated demand will be investigated.
- If a second boat ramp is constructed at Karbeethong, it will be sited and designed to reduce conflict with passing traffic.
- One car parking space adjacent to the jetty will be reserved for loading and unloading purposes. The number of spaces reserved for this purpose may

be increased subject to demonstrated demand.

- Allowances need to be made for access by a mobile sewage pump-out vehicle to access houseboats at this site.
- Illegal camping in the Karbeethong area will be monitored and policed as permitted by Committee of Management resources.
- The lake floor will be dredged to increase water depth at the jetty.
- A small playground will be incorporated into the development of the site.

#### **4.3.3 Bastion Point**

Bastion Point provides access to some of Mallacoota's most popular ocean and inlet beaches. Visitor infrastructure includes access stairs to the beach, lookout and viewing platform, car parking, toilet and an ocean access boat ramp. It is popular for beach activities, swimming and surfing. It is the main ocean access for abalone boats and recreational craft.

The access stairs located closest to the boat ramp access road have been updated recently.

#### **Issues**

East Gippsland Shire Council is currently assessing the suitability of Bastion Point as a site for improved ocean access for Mallacoota. The Shire has been advised that an upgrade would require an Environmental Effects Statement.

- Planning for an ocean access facility at Bastion Point will need to integrate the visions, management objectives and strategies of the Mallacoota Foreshore Management Plan.

- The cliff escarpment is subject to erosion and loss of vegetation caused by informal access to the beaches.
- Toilet facilities are inadequate. The existing toilet is an old style pit toilet. Furthermore, a single toilet is inadequate considering the number of people that use Bastion Point Beach and the boat ramp area.
- The viewing platform partway down the beach access stairs does not comply with Australian Standard DR99196.
- Illegal removal of vegetation in order to gain ocean views.
- Inadequate signage to the beach and boat ramp.
- Inadequate car parking and lack of pedestrian/ vehicle separation between the golf course turn-off and Bastion Point.
- Future improvements to Bastion Point Boat Ramp and associated facilities offer an opportunity to provide disabled access to Inlet and ocean beaches.

#### **Management Action**

- The viewing area overlooking the boat ramp will be upgraded to increase safety and reduce vegetation loss and erosion.
- The drainage line next to the stairs leading to Bastion Beach will be upgraded to reduce further erosion.
- The existing timber viewing platform partway down the beach access stairs will be upgraded to conform to Australian Standard (DR99196).
- Upgrade existing timber stairs to ensure beach access is maintained under varying beach conditions.
- Upgraded toilets will be incorporated into any proposed redevelopment of the site.
- Vegetation will be managed by the Committee of Management to maintain selected ocean views from Bastion Point Road.
- The cliff face will be replanted to reduce erosion. Fencing will be installed to restrict access to replanted sites.
- Parking for people with a disability, access paths and pedestrian vehicle separation will be incorporated into improvement plans for Bastion Point Boat Ramp.

#### **4.3.4 Betka River**

Betka River is the most popular coastal day visitor destination in the study area. The river mouth offers safe swimming and water activities, and visitors have easy access to the ocean and beach.

The area has a car park, picnic tables, a barbeque and public toilets.

#### **Issues**

- Soil compaction, vegetation loss and erosion in high use areas.
- Development of informal walking tracks from the car park through bushland to access the beach. This has happened because access to the ocean beach along the edge of the river is narrow and at times difficult to negotiate.
- Conflict between road use, car parking and pedestrian movement, particularly during peak use times.
- Insufficient shaded tables and chairs at peak times.
- The toilet block is less than 50 metres from the Betka River. It utilises a septic waste system. Water quality may become an issue in relation to ecological and public health at peak times, particularly when the river mouth is closed and



the lagoon is not regularly flushed out (see Section 4.2.2).

- There is demand for beach access for dogs and horses. However, the East Gippsland Shire Council General Local Law 2000 states that “a person in charge of an animal must not allow it to remain in an area or bathe or swim in the water adjoining an area designated as a beach or foreshore reserve between 1 November and 30 April in each year.” This law applies to an area 200 metres to the west and east of the Betka River entrance and the day use area.

### Management Action

- Construct a beach access track from the day use area to the beach and close informal access tracks. The closed tracks will be re-vegetated and signposted.
- Construct steps from the picnic area to the bank of the river to reduce erosion at the beach end of sea wall.
- Install additional picnic tables.
- Re-grass areas under picnic tables and other high use areas using grass-reinforcing material.
- Install road signs on the northern and southern approaches to Betka River day use area warning drivers of the parking area and pedestrians ahead.
- One water view parking site will be reserved for disabled parking.
- Formalise the access path from the car park by the toilet block to the day use area to restrict uncontrolled beach access and reduce erosion.
- Open, stabilise and signpost the informal beach access track immediately to the south of Betka River day use area.
- Water quality at the day use area will be regularly monitored.

- Apply Local Law 2000 as it relates to dogs and horses and install appropriate signage.
- Formalise appropriate boundary between East Gippsland Shire and Parks Victoria.

### 4.3.5 Devlin’s Inlet

Devlin’s Inlet area is used by caravan park patrons and visitors for picnicking, sightseeing, beach access and children’s play. Public facilities are limited to a playground and beach access.

Plans have been prepared to re-development this area as a day visitor area incorporating viewing platforms, refurbishment of the shelter shed, barbecue and tables, interpretive display, improved signage and car parking (Attachment 3).

### Issues

- Unsuitable drainage along the vehicular track and the pedestrian track to beach.
- An informal beach access track north of the formal track has developed, degrading the steep slope to the inlet beach.
- The site lacks facilities, including play equipment, picnic tables or barbecues. There is also a lack of shade for the existing car park.

### Management Actions

The proposed redevelopment of this site will be implemented as described in the landscape plans prepared for the East Gippsland Shire Council by Mr Vern Darby (Attachment 3). A children’s playground will also be incorporated into the area.

Trees that have local historic significance, such as the Flame Tree planted in the early 1960’s will be protected.

#### 4.3.6 Captain Stevenson's Point

Captain Stevenson's Point is popular for sightseeing and picnics. Excellent views are available to the Howe Range, Gabo Island, the bottom lake and the ocean. The area is grassed and no facilities are provided.

##### Issues

- The site is rich in European and Aboriginal history.
- Bollards installed to control vehicle access onto the site are irregular, and not appropriate to the quality of views offered by the site.
- Uncontrolled access points to the beach.
- There is a lack of signage to Captain Stevenson's Point.

##### Management Actions

- The Aboriginal community will be consulted about what protection and improvements, if any, are appropriate for this site.
- Retain the site as an informal, grassed, open, informal day use area.
- Informal beach access tracks will be closed and directional signage to formal beach access points will be installed.

#### 4.3.7 Buckland's Jetty

Buckland's Jetty precinct is a popular destination for its scenic views, fishing, historic building and boat hire.

##### Issues

- The road that passes through Buckland's Jetty precinct (including the Narrows access) is narrow and busy during peak times. There is no formal parking area at the jetty. Consequently there are safety concerns due to lack of pedestrian and vehicle separation.

- Cape Ivy (weed) was observed at Buckland's Jetty.
- Some slope instability is evident.

##### Management Actions

A landscape and management plan will be prepared for the Buckland's Jetty precinct incorporating the following actions:

- Investigate the feasibility of constructing a car park on the open space approximately 200 metres south of Buckland's Jetty.
- Install traffic speed control signs at the southern approach to Buckland's Jetty.
- Control, with a view to eradicating, cape weed and other weed species located at Buckland's Jetty.
- Monitor the shoreline embankment at Buckland's Jetty. If further destabilisation occurs, this will require structural stabilisation.

#### 4.3.8 New Activity Nodes

##### Issues

- During peak season existing day use areas that offer beach access, parking and picnic facilities experience high levels of use. Betka Beach and Bastion Point car parks are often at their capacity at these times. To accommodate future increases in demand for access to beaches, swimming, the Inlet and day use facilities, potential development sites need to be identified.

##### Management Action

The foreshore land adjacent to Mortimer's Paddock between Mortimer Street and Devlin's Drive will be investigated as a possible site for future development as a day use area. Site inspections have confirmed informal inlet beach access tracks, vehicle access

tracks and car parking already exist in this area.

The area is easily accessed by vehicle from both Mortimer Street and by pedestrians via the Mallacoota Walking Track and Mortimer's Paddock. There are excellent views of the Inlet entrance and the Howe Range. Potential sites in the area are well sheltered from the wind by existing vegetation.

The area known as "Billy Bruce's Cow Paddock" will be held in reserve for future development as a sightseeing and day use area.

Part of the land is privately owned and is identified for public acquisition.

Land between the grazing paddock and Lakeside Drive is used for parking by fishermen and may be formalised. Fence stiles will be maintained to ensure user safety. Grass will be maintained to facilitate public access.

#### **4.4 Foreshore Recreation**

##### **4.4.1 Access to ocean, Inlet and river beaches**

Ocean and river beach access points are shown in Figure 3.3.

Ocean beach access is provided at Bastion Point, Tip Beach, Heathland Walk, Betka Beach, Quarry Beach and Secret Beach. Informal access occurs at several other sites between Bastion Point and the southern boundary of Croajingolong National Park. Managed access points to lake beaches are provided in the Caravan Park (3) and Bastion Point (2). Numerous formal access paths have developed over the years between Bastion Point and Mallacoota Caravan Park.

Beach access tracks and associated facilities south of Bastion Point may be linked to the possible future Wilderness Coast Walk extension to Mallacoota.

##### **Issues**

- The standards of vehicular access vary from the sealed road at Betka River and well-graded gravel road to Tip Beach to tracks that are 4WD standard.
- Pedestrian beach access varies from well-constructed stairs and paths to unformed pedestrian tracks that can be hazardous because of their eroded condition and steep terrain.
- Several access tracks between Betka and Secret Beach have unsuitable drainage, many large potholes, are eroded, have hazardous pedestrian access, and informal car parking arrangements.
- Aside from basic access no visitor facilities are provided at the river and beach access points indicated on Figure 3.3 as Sites 1 – 9, excluding Betka River and Tip beach day use areas. Site 10 provides a picnic table adjacent to Betka Bridge and a toilet at the stairs leading to Davis Beach.
- The extent to which the less developed beach accesses should be developed. Some in the community would like to see Tip Beach left as a low key facility while others consider it may have potential for development into a major activity node.
- There is minimal signage that identifies river/ocean access and lookout points between Bastion Point Road and the Croajingolong National Park either at the commencement of the Betka Road or at the entry to each of the access tracks.
- Some sites contain unfenced informal viewing points overlooking the steep coastal cliff from which informal access tracks and subsequent erosion often develop. These sites, depending on the local setting can become a safety concern for management.

### Management Actions

- Parks Victoria to review and rationalise beach access between Betka and Pebbly Beach. Several access points are unsuitable. However some access points may suit the requirements of the possible Wilderness Coast Walk extension.
- Tip Beach will continue to be managed as a low-key facility but its use will be monitored to assess the adequacy of car parking.
- Drainage and surface condition of car parks at Sites 8 and 9 will be upgraded.
- Directional signage to beach access points will be installed on major access routes in the Mallacoota Town area and at the entrances to beach access roads.
- Investigate the development of a lookout at site 5 (Loop Track), in the vicinity of the recently closed car park. Excellent views of Gabo Island, the Howe Range and Airport Cove are offered.
- Formalise the car parking and rationalise vehicle access track between Secret Beach and Pebbly Beach.
- Parks Victoria will conduct further analysis and planning of visitor facilities, including toilets, between Tip Beach and Pebbly Beach and implement changes accordingly.

#### 4.4.2 Boating Access

Recreational boating is recognised as one of the most popular outdoor recreational activities in Mallacoota. Access to the water via boat ramps and storage of boats at jetties and swing moorings is therefore an important

component of the recreational infrastructure of the area.

Public boat ramps are located at Karbeethong and the town wharf. Ocean access is provided by the Bastion Point boat ramp.

Private jetties are located between Buckland's Jetty and the Town Wharf. Jetties available to the public for short-term rental are located between the town Wharf and Captain Stevenson's Point adjacent to the Mallacoota Caravan Park.

#### Issues

- At least three informal boat ramps north of Robertson's Bight have been developed (all jetties in Robertson's Bight are private).
- Clearing of vegetation between Lakeside Drive and private jetties to allow for easier vehicle access to private jetties.
- A need for an additional 40 wet berths over the next 10-15 years which could be achieved by the rationalisation of existing jetties (Gippsland Boating Coastal Action Plan 2002))
- Ocean access is currently unsatisfactory to a large proportion of boat users.
- Water levels at some jetties and moorings adjacent to the caravan parkland in Coull's inlet are too shallow causing boats to sit on the lake bottom at low tide. Boats at greatest risk to damage are those moored over sections of rocky lakebed.
- Delays in launching and retrieval of boats at the town wharf and Karbeethong during peak times.
- Car and trailer traffic congestion at the town wharf and Karbeethong boat ramps during peak times.

- Boggy conditions at the town wharf and Karbeethong during periods of wet weather.

### Management Action

- Assess demand for additional moorings at private jetties and the capacity of existing jetties to accommodate such demand.
- The East Gippsland Shire Council is currently undertaking planning for improved ocean access at Mallacoota. This matter is the subject of a separate report.
- Restrict access to informal boat ramps and revegetate these sites.
- Prepare a landscape plan for the parking area adjacent to the public works jetty at Robertson's Bight. This will have the objective of protecting lake-edge vegetation.
- Applications for new and the renewal of private jetty licenses must incorporate details of how the licensee will prevent encroachment into native vegetation, and any planting required at the site, to repair disturbed areas.
- Private jetty access tracks will be monitored by East Gippsland Shire Council to identify illegal clearing of vegetation.
- Assess water depths at the Caravan Park and Coull's Inlet jetties and moorings and, subject to approval by Gippsland Ports and the Department of Sustainability and Environment.
- Dredge the lakebed as required to provide water depths adequate for the boats using these facilities (maximum drafts are in the vicinity of 450mm). Dredge spoil will be disposed of so as not to compromise foreshore values and as directed by the Department of Sustainability and Environment.

- Implement management actions for the Town Wharf and Karbeethong as described in Sections 4.3.1 and 4.3.2 of this plan.

### 4.4.3 Walking

Walking is popular in the whole of the planning area. Coull's Inlet to Karbeethong and the Mallacoota Walking Track are the most popular for both residents and visitors.

A boardwalk as proposed by Mallacoota Coast Action/Coast Care in Devlin's Gully has linked the new heritage walk with the town walk at the pumping station.

The foreshore area also contains two trailheads for walks in the Croajingolong National Park. The Narrows Walk trailhead is located a few hundred metres north of Buckland's Jetty and includes an undeveloped car park.

At the southern end of the Mallacoota Foreshore Reserve is the trailhead for the Wilderness Coast Walk, and a track to Shipwreck Creek. However, there is currently no linkage between Mallacoota and the Wilderness Coast Walk.

Continuation of the Wilderness Coast Walk to Mallacoota would enhance the Wilderness Coast Walk and add to day walking opportunities of the area.

At the time of writing this plan, funding is being sought by Parks Victoria to plan and construct an extension of the Wilderness Coast Walk north from the park boundary near Pebbly Beach to Mallacoota.

### Issues

- The parking area for the Narrows Walk trailhead can become boggy in wet conditions.
- Directional signs to the Mallacoota Walking Track and The Narrows Walk are difficult to find or missing.

- Erosion is evident on the Mallacoota Walking Track.
- There is not a continuous shared path/ track from Coull's Inlet to Karbeethong. Lakeside Drive, along this section, is narrow and at times busy and consequently can be dangerous for pedestrians, cyclists and horse riders.
- There is no clearly marked pedestrian path between the Town Wharf, the caravan park and the Mallacoota Walking Track.
- There is no walking track linking the Southern section of the Wilderness Coast Walk and the Mallacoota township.
- Subject to further planning, provide for the southern section of the Wilderness Coast Walk to be extended from Pebbly Beach through to Mallacoota, linking with the Mallacoota Walking Track in the township area. This section should be developed to provide a good reliable access route through a highly scenic natural setting also providing a suite of shorter walking opportunities appealing to a broader range of user groups. The track should incorporate features and points of interest such as views from the Airport Cove area, geological formations and possible linkages to the nearby historic World War II bunkers. Consideration may be given to multi-purpose use where practical and consistent with the broad strategy for particular areas.

### Management actions

- In association with interested community groups, install directional signage to the Mallacoota Walking Track at Bastion Point Road, Devlin's Drive, Lakeside Drive, and at the point where Pittosporum Walk joins Bastion Point Road. Directional signage is also required near the Bastion Point boat ramp and car park indicating that the Mallacoota Walking Track continues around Bastion Point and along the beach to Davis Beach.
- In association with Parks Victoria prepare a landscape plan for the Narrows Walk trailhead to formalise car parking, protect vegetation and archaeological values and to provide signage to advise walkers of the Narrows Walk and associated tracks.
- Design and install signage at the proposed Devlin's Inlet day use area to direct people to the Mallacoota Walking Track.
- Investigate entering into a service agreement with a local community group to maintain the Mallacoota Walking Track.
- A multi-purpose track will be constructed from Coull's Inlet to Karbeethong. (refer to Section 4.4.4 of this plan).
- Link the proposed lakeside walk through the Town Wharf with the proposed public access walking path along the Inlet edge of the caravan park and up to Captain Stevenson's Point. This section of the track may be informal and grass surfaced.

### 4.4.4 Cycling

The main area for cycling in the Mallacoota Foreshore is between Coull's Inlet and Karbeethong.

Two studies into the provision of bicycle paths in Mallacoota have been completed. They are the "Mallacoota Pathways Project" January 1997 by Margules et al, and the "East Gippsland Bicycle Strategy" September 1999 by Kayleen Sumner and Associates. Recommendations from these studies are incorporated into this management plan.

### Issues

- Safety of cyclists (and pedestrians and horse riders) using Lakeside Drive is a major concern for residents and visitors. Lakeside Drive has many blind corners and with its restricted width, puts bicyclists and pedestrians at risk. During peak holiday periods when the largest numbers of cyclists are in the area, Lakeside Drive also carries its heaviest volumes of traffic.

#### Management Action

- Implement the recommendations of the “East Gippsland Bicycle Strategy September 1999” as part of an integrated bicycle strategy for the township of Mallacoota.

Within the Mallacoota foreshore area, Stage 1 consists of an off-road shared path along Lakeside Drive from Coull’s Inlet to Broome Street/

Stage 2 consists of an off road shared path from Broome Street to Karbeethong Road.

Stage 3 consists of an off road shared path from Hunter Street behind the P12 School along Betka Rd and Bastion Point Road to Bastion Point.

- In siting the proposed bicycle/pedestrian track, consideration will be given to wildlife protection, vegetation loss and the visual quality of Coull's Inlet.

#### 4.4.5 Camping

There are five camping and caravan parks in Mallacoota. Within the Mallacoota Foreshore planning area camping is only permitted in the Mallacoota Caravan Park.

Management of the Mallacoota Caravan Park is discussed in Section 4.5 of this plan.

#### Issues

- Informal camping has been observed at Karbeethong and in the Betka River area.

#### Management Action

- Parks Victoria and East Gippsland Shire Council Rangers will, within their respective resource capabilities, monitor unauthorised camping at these sites.

#### 4.4.6 Fishing

Mallacoota is widely publicised in tourist literature as being one of the best fishing resorts in Victoria. Fish most commonly caught in the inlet are bream, snapper, tailor, whiting, flathead, luderick, garfish and mullet. Ocean surf fishing is also very popular.

Popular fishing sites within the Mallacoota Inlet include “Billy Bruce’s Cow Paddock” and the many wharves and jetties in the Inlet. Surf fishing is most popular at Betka Beach and Tip Beach.

Fishing off the coast is also popular in Mallacoota, but is currently constrained by inadequate ocean access. This matter is subject to a separate planning study.

#### Management Action

- Prepare a landscape plan for parking and entry to Billy Bruce’s Cow Paddock” area and maintain grass to allow safe access for fishing.
- Ensure access is maintained to public wharves.
- Proceed with public acquisition of private land or foreshore side of Lakeshore Drive when resources permit.
- Maintain signs to inform boat operators of restricted berthing times at public wharves.

#### 4.4.7 Horse Riding

Historically horse riding has been a popular recreational activity on beaches around Mallacoota. Access points have included Mortimer's Paddock, Bastion Point, the Golf Course, Tip Beach, Davis Beach and Betka River.

East Gippsland Shire Council General Local Law 2000 (4.6) states that “a person in charge of an animal must not allow it to remain in an area or bathe or swim in the water adjoining an area designated as a beach or foreshore reserve between 1 November and 30 April in each year.” This law applies to an area 200 metres to the west and east of the Betka River entrance, the day use area, and the foreshore and beach from the Bastion Point boat ramp north to Devlin's Inlet.

Between Bastion Point and Betka River the “*Mallacoota Reserves and Betka Camping Reserve Regulations*” 1967 apply. These regulations permit horses on the reserve for the purposes of swimming, but before 8 am, and at “*such portions of the Reserves as shall be set apart for the purpose*”.

##### Issues

- Providing a balance between horse access, natural values and avoiding conflict with other recreational users of the area.
- Two sets of regulations apply to the foreshore. Local Law 2000 for land managed by East Gippsland Shire Council, and *Mallacoota Reserves and Betka Camping Reserve Regulations* 1967 for land managed by Parks Victoria. For purposes of management consistency, one set of regulations across the foreshore should apply.

##### Management Actions

- Allow access to Mallacoota Foreshore beaches by horses, subject

to East Gippsland Shire Council General Local Law 2000.

- Beach access routes for horses between Betka River and Bastion Point will be investigated in consultation with Mallacoota horse riders. This process will include identifying involvement of the horse riding community in relation to construction of and maintenance of access tracks.
- Access routes for horses to Devlin's Inlet between 1 May and 31 October each year will be investigated in consultation with Mallacoota horse riders.
- Beach horse access tracks will be signposted.
- Signage relating to Local Law 2000 Section 4.6 “Animals on Beaches and Foreshore Reserves” will be installed at key access points to Devlin's Inlet, Bastion Point and Betka River.
- Review *Mallacoota Reserves and Betka Camping Reserve Regulations* 1967, with respect to horse riding and other matters and their consistency with East Gippsland Shire Council Local Law 2000.

#### 4.4.8 Signage, Information and Interpretation

The Parks Victoria/Department of Sustainability and Environment Office and Information Centre has in the past acted as a de-facto tourist information centre for Mallacoota.

No current integrated tourist information brochure about Mallacoota and its hinterland is available. Information about the foreshore consists of photocopied outdated brochures on walks and drives in and around Mallacoota, schematic maps of the area produced by Mallacoota Inlet Business and Tourism Association and a



photocopied “Mallacoota Walking Track” brochure.

Road signage is provided to Bastion Point and Betka River from the town roundabout.

There is considerable potential for providing on-site interpretation along the foreshore. The town wharf area offers opportunities for interpretation of bird life and the natural history of the Inlet. There are also many locations on the Mallacoota Walking Track suited to interpreting flora and fauna.

Coastcare conducts interpretive activities, some of which are aimed at both adults and children during summer school holidays.

### Issues

- The current level of signage to beach access points, walking tracks and key activity nodes is inadequate.
- Continuation of the Summer Activity Program conducted by Coast Action/Coastcare is not guaranteed as it is subject to availability of funds.
- Lack of current printed tourist information about Mallacoota and the Mallacoota foreshore.

### Management Actions

- A signage plan will be prepared for the Mallacoota foreshore. It will incorporate directional signage to foreshore activity nodes, walking tracks and beach access points.
- Subject to an overall signage plan, install directional signage as recommended in the “Walking” and “Beach Access” sections of this plan.
- Continue to support summer activities programs conducted in Mallacoota by Coastcare.
- Prepare an interpretation plan for the Town Wharf and the ocean access

and day use areas south of Bastion Point.

- Develop an interpretation plan and signage for the heritage walk and pittosporum walk.
- Encourage the Mallacoota tourism industry, in association with East Gippsland Shire Council and Parks Victoria (as the two foreshore land managers) to produce and publish an up-dated visitor map and Mallacoota Walking Track brochure.

### 4.5 Mallacoota Caravan Park

The Mallacoota Caravan Park is spectacularly located with views over the Mallacoota Inlet, Cape Howe Wilderness and Gabo Island. It is the largest of four caravan parks in Mallacoota.

The park consists of 638 sites of which 241 are powered and 397 are un-powered located in approximately 34 hectares of Crown land.

#### 4.5.1 Policy Setting

The caravan park is situated on Crown land over which East Gippsland Shire Council is appointed Committee of Management. The land is designated as Public Purposes Reserve and Recreation and Park Reserve.

The Caravan Park must be managed for the purpose for which it is reserved and in accordance with: -

- The Victorian Coastal Strategy;
- East Gippsland Planning Scheme;
- The East Gippsland Planning and Development Strategy;
- The Interim Foreshore Management Agreement for Coastal Crown Land;
- Any approved management plan or relevant Coastal Action Plan; and
- The State Bio-diversity Strategy and other legislative requirements.

Works in the caravan park require the consent of the “owner” of the land (the Minister administering the Crown Land (Reserves) Act 1978) unless they are works carried out in accordance with a management plan approved by the Minister administering the Coastal Management Act 1995 under Section 32..

The Foreshore Management Agreement states that revenue generated from the caravan park must be spent on improvements and maintenance of any Coastal Crown land of which the East Gippsland Shire Council is appointed Committee of Management.

#### 4.5.2 Situation Analysis

##### 4.5.2.1 Usage

Usage of the caravan park is highly seasonal. Slightly more than 50% of annual income is generated during December and January, with Easter being the next busiest time.

June, July and August are the quietest months each year.

The northern section of the caravan park adjacent to the park office is the only part of the park that remains open year round. The southern section of the park and the northern section adjacent to the Town Wharf open from December to Easter each year. The area between the park office and Captain Stevenson’s Point opens between September and May.

##### Park Patrons

The park is currently used for camping and caravanning. There are no on-site vans or cabins.

Park patrons have a strong association with boating, fishing and other water related activities. Features that have been identified as important to patrons include: -

- boat and trailer storage;

- access to ocean and lake beaches;
- the range of camping sites;
- grassed and shady sites; and
- water-front sites.

During school holidays extended family groups and groups of families are common. Some families have been camping at Mallacoota for over 40 years.

##### Day Use

Because of its excellent views and natural setting, the caravan park is frequently used by the public for picnicking, sightseeing and accessing the Inlet beaches. Captains Point, Devlin’s Inlet and the foreshore between the Town Wharf and Captain Stevenson’s Point are the most popular.

Toilets in the northern part of the Caravan Park are open for use by the general public and the southern shelter shed is frequently used by community groups.

##### 4.5.2.2 Boundaries and Land Status

The area occupied by the Mallacoota Caravan Park is shown in Figure 4.1.

The area consists of the following Crown land allotments: -

- A Permanent Public Purposes Reservation extending 30.15metres from the high water mark of the Mallacoota Inlet.
- Crown Allotments 10A and 10B, Section 1, which is a Temporary Reservation for Park and Recreation Purposes.
- Temporary Reservation for Public Purposes being Crown Allotment 9A, Section 3 and Allotment 3C, Section 9.

The nature and intent of the permanent foreshore reservation is such that it is essential that unimpeded public access be retained to the waters edge. Future

leasing arrangements will need to recognise this requirement.

Council as Committee of Management of the land on which the caravan park is located, may grant a lease to include any appropriate portions of the above land for a caravan park for a term not exceeding 21 years.

#### 4.5.2.3 Infrastructure

##### **Camp Sites**

- 397 un-powered sites (of which 43 are rarely used).
- 241 powered sites.
- In the central and northern areas sites are on moderate slopes.
- Most are well grassed, but many sites in the heavily used central and lake front areas need to be re-grassed.

## Trees

Mature trees located throughout the caravan park are a feature of the area and provide shade for campsites. Many of the trees however are inappropriate to camping grounds and are now a risk management issue.

The Mallacoota Caravan Park trees were formally audited in February 2002 by a qualified arborist. This audit looked at individual trees and made individual recommendations for every tree inspected – a total of 339 trees were inspected with the caravan park.

Each tree was given a priority timeframe for the recommended works to be implemented. These timeframes range from one year through to five years. The audit recommends that 248 trees be removed, 79 require pruning and the remaining 12 either require no works at the time of inspection or require re-inspection within twelve months.

The audit identified the *Eucalyptus gomphocephala* (Tuart) as the most common tree through the park. This particular specie is endemic to the south western corner of Western Australia and is not recommended by the arborist as a tree suitable for caravan parks or the Victorian climate. A large number of this particular specie have been recommended for removal. The audit also identified poor pruning practices in the past as a major contributor to the current poor condition of many trees.

As a result of the audit recommendations, Council made application to the Department of Sustainability and Environment for a “Coastal Risk Mitigation Grant”. Council was notified in November 2002 that the application was successful and that a grant of up to \$92,000 over three years would be made available to Council to carry out the audit recommendations. Council is currently

programming the funded works and a replating program.

Council has, in the past, carried out annual tree inspections and tree works over a five-day period in late spring or early summer. The annual cost of this work was approximately \$5,000. Once the audit recommendations and replating program is completed, Council intends to revert to an annual inspection program. The works recommended as a result of these annual inspections will be addressed with an estimated \$5,000 annual works program.

## Access roads

- Approximately 5.5 km of roads are located in the park.

## Water

- Water and sullage points are installed at all powered sites.
- No water main exists south of Whiting and Flounder Streets in the southern end of the park.

## Fire Services

Fire services have been installed in the following precincts to comply with Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 1999: -

- Between the park office and the Town Wharf.
- Between the park office and Captain Stevenson’s Point.
- West of sites 303 and 658 at the Inlet side of the southern end of the park.

Fire services are being progressively installed to sites between Buckland Drive and the Town Wharf and sites inland of Abalone and Bream Streets at the southern end of the park.

## Amenities

- Six amenities blocks are located throughout the park providing, in the men’s sections a total of 19 toilets, 6

urinals, 23 showers and 26 hand basins and in the women's section 23 showers, 26 toilets, and 23 hand basins.

Disabled toilet facilities are located in amenities block 3.

Laundry facilities are located in amenities block 1, 3 and 5.

- Community consultation has revealed that park patrons believe amenities should be upgraded to modern Caravan Park standards.

### **Boat Moorings**

- Boat jetties and moorings available for public use are located adjacent to the caravan park.

Boat moorings are in good condition but additional tie-off loops are required.

### **Management Buildings**

- A small Atco-style building accommodates the reception area and park office.
- A two-bedroom cabin style building, owned by the current managers, is used as the managers' residence.

### **Ancillary Infrastructure**

- Two shelter sheds are located in the park. One is used as a store and the other is available for group use. The attachment that the local community has to these buildings is recognised.
- The park also provides three playgrounds and five barbecues.

#### 4.5.2.4 Management

The EGSC is Committee of Management for all Caravan Park land. The park is managed under contract by a management couple that are responsible for the day to day running of the park. Their remuneration is based on a percentage of annual turnover.

The Shire is responsible for providing equipment required for park maintenance. It is also responsible for the planning, financing and implementation of capital improvements and infrastructure maintenance.

#### 4.5.2.5 Environmental Issues

- During periods of heavy rains sediment is carried into the lake from the park's gravel roads.
- Archaeological sites are located within the caravan park area.
- Cliff-top erosion and loss of vegetation is evident in the southern section of the Park.

### **4.5.3 Strategic Directions**

#### 4.5.3.1 Vision

The Mallacoota Caravan Park will be managed to maintain and enhance its visual integrity and its natural, cultural and recreational values to residents and visitors while maximising its financial return to the East Gippsland community.

#### **Objectives**

The objectives of the Mallacoota Caravan Park are to: -

- Ensure public access to the foreshore, its scenic features, open space and to day use facilities developed within the caravan park boundary.
- Develop a camping and caravan park that meets accommodation and recreation needs of visitors and the local community.
- Provide a range of short term, low cost accommodation opportunities for visitors to Mallacoota.
- Ensure maximum financial return to the East Gippsland community is achieved from using prime foreshore land for tourist accommodation.

- Upgrade facilities to a standard that is consistent with current visitor expectations and the character of the Mallacoota foreshore and Inlet area.
- Ensure that development within the Park is consistent with and does not compromise the visual integrity of the foreshore and Croajingolong National Park.
- Manage the caravan park in an environmentally acceptable manner to provide for protection of important scenic, natural and cultural values.
- Ensure safe enjoyment of the Caravan Park by patrons and day visitors.
- Ensure that the management of the Park is consistent with East Gippsland Shire strategies relating to: -
  - The seniors tourist market;
  - People with disabilities;
  - Waste disposal;
  - Equity of access;
  - Risk management and liability.

#### 4.5.4 Management Strategies

This section sets out strategies to achieve the objectives outlined above.

##### 4.5.4.1 Management

###### Issues

Management alternatives considered are:  
-

- Contract management as at present or similar;
- Committee of Management (EGSC employs staff directly);
- Park leased in part or completely.

###### **Contract Management as at Present**

###### *Advantages*

- Existing managers have a proven track record.

- The park is seen to remain in public control.
- Committee of Management does not need to be involved in day to day management issues.
- Incentive to maintain high levels of customer service as managers' income can be linked to occupancy rates.

###### *Disadvantages*

- Upgrade of amenities and infrastructure subject to availability of Council funds and consequently may be delayed.
- Maintenance of facilities subject to East Gippsland Shire Council annual budgets.
- Uncertainty about the level of annual income to the community.
- Managers' influence on development of amenities is limited.

###### **Committee of Management (EGSC employs staff directly)**

###### *Advantages*

- The park is seen to remain in public control.
- Committee of Management has direct control of all aspects of park management.
- Community and Committee of Management ability to influence day to day park management policies.

###### *Disadvantages*

- Committee of Management needs to be involved in day to day management issues.
- Incentives to maintain high customer service and facility standards are reduced.
- The Committee of Management may not have the management resources

available to achieve desired levels of returns to the community.

- Management can become bureaucratic and slow to respond to changing trends in tourist accommodation demands.

### **Park leased (in part or completely)**

#### *Advantages*

- Secure income to the East Gippsland community from lease premium and annual rental.
- Amenities and infrastructure may be upgraded by lessee at no cost to ratepayers.
- Development of facilities can be more flexible and responsive to tourists needs.
- Incentive to maintain high standard of customer service and park amenities, as income is directly linked to occupancy rates.
- A lessee is likely to bring business and marketing skill to the park, and consequently an increased return to the community.
- Committee of Management does not need to be involved in day to day management issues.

#### *Disadvantages*

- Perceived loss of access to foreshore open space by the community.
- Strong community opposition to a long term lease of the caravan park.
- Commercial interests may receive a higher priority than community needs when management and development decisions are made.
- Constant monitoring of lease conditions by the Committee of Management.

It is considered that public access to the foreshore can be assured under all of the above management options.

The following conditions will apply to the preferred caravan park management option: -

- Retention of public access to all foreshore frontages.
- Retention of public access to key day visitor areas.
- Retention of public access to key roads such as Panoramic Drive and Allen Drive.
- Retention of public access to toilets, barbecues, shelters and playgrounds identified as required by the community.
- No fencing other than with bollards or barrier rails to define caravan park areas.
- No permanent residents, other than management staff will be permitted.
- Recycling of waste will be implemented.

### **Management action**

- To reflect current community needs for public access and future recreational needs for open space, the preferred management option is a five-year management contract.

#### 4.5.4.2 Caravan Park Boundaries

Boundaries of public access and day use areas, areas where camping will be permitted and the area where peak season overflow camping will be permitted are described in this section of the plan and Figure 4.1.

### **Issues**

- Unimpeded public access to the foreshore reserve must be guaranteed. However, during peak times, public access both to and along the foreshore is difficult because of tents being located too close to the Inlet edge.
- There is demonstrated community demand for continued use and improved community sporting and recreation facilities at the Greer Street Oval and in the southern part of the caravan park. A land use plan has been prepared for this area and includes a proposal to extend the sports field to within approximately 20 metres of amenities block 2. It has been estimated that, by extending the sports field, 30 to 40 camping sites could be lost and 25 to 30 trees would need to be removed.
- Day use areas for sightseeing, picnics and barbeques are limited in Mallacoota.
- Land is needed for visitor parking at the Parks Victoria/Department of Sustainability and Environment office and information centre.
- The area south of Greer Street oval currently occupied by the caravan park (between Salmon and Barracouta Streets), will be reserved to accommodate recreation developments and any extension to the Greer Street oval as required by the community. Overflow camping at peak times will continue to be permitted until the site is required for the development of community recreation infrastructure.
- Camping will be permitted up to 15 metres west of Mulloway Road. The area between the campsites and Devlin's Gully will provide unrestricted public access to Devlin's Inlet.
- Day use areas will be excluded from caravan park management areas.
- Tenure for the caravan park comprising the area generally bounded by Alan Drive, Mulloway Road and Barracouta Street and the area west of the Town Wharf will reflect recommendations in the Draft Recreation Plan for this area.
- Car parking for 5-10 vehicles will be provided off Buckland Drive opposite the Parks Victoria/DNRE information centre.
- The above boundaries will be surveyed, marked and mapped.

### Management Actions

- The core area of the park will be that land from south of the Town Wharf through to Captain Stevenson's Point and bounded by Allen Drive. Camping will be permitted year round in this area.
- Camping will not be permitted within 5-metres of the foreshore edge in the area of the park proposed for long-term lease, (Figure 4.1). A redesign of site layouts will be required.
- Camping restricted to a 10-metre set back from the cliff face on sites east of Allan Drive in the southern end of the park.

#### 4.5.4.3 Infrastructure

Community consultation has revealed that park patrons require amenities to be upgraded to current Caravan Park standards. Provision of shelter sheds, a camp kitchen and a games room have also been suggested.

Standards of fire services, water supply, power supply and lighting must meet *Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 1999*.



#### 4.5.4.3.1 Day Use and Public Access

The Mallacoota Caravan Park occupies Crown land and prime foreshore reserve. Unimpeded public access to the foreshore and to day use areas must be assured.

#### **Management Actions**

The following management actions will be implemented to ensure public access to the foreshore: -

- Camping will not be permitted within 5 metres of the Inlet edge north of Captain Stevenson's Point and within 10 metres of the cliff face west of Captain Stevenson's Point.
- The walkway will not be formally constructed but remain as a clear grassed area with stepped access constructed up to Captain Stevenson's Point.
- A 3-metre wide public access way to the inlet edge from Panoramic Drive will be created, marked and signposted between sites 157 and 172 (Figure 4.1).
- Park management will give park patrons clear directions as to where they are permitted to place their tents and/or caravans.
- Signs clearly indicating the location of the public footpath, lake front access and day use sites will be erected at the park entrance and at the junction of Panoramic Drive and the Town Wharf area. A directional sign to the proposed day use area overlooking Devlin's Inlet and to Captain Stevenson's Point will be placed at the park entrance and on the corner of Allan Drive and Captain Stevenson's Road.
- A day use area will be developed in the southern end of the Park overlooking Devlin's Inlet as described in Section 4.3.5 of the

Mallacoota Foreshore Management Plan.

- The toilets at the amenities block closest to the Town Wharf (Block 5) and closest to the proposed Devlin's Inlet day use area (once completed) will be available for public use year round.

#### 4.5.4.3.2 Site Planning and Layout

#### **Management Actions**

- Review of site layout and size will be required as a result of altered public access conditions, the Greer Street Oval extension provisions and reduced area available for camping adjacent to Devlin's Gully.
- Sites 36 to 49 fronting Crayfish Crescent adjacent to the Town Wharf will be clearly delineated by installing bollards to separate camp sites from traffic and parking areas.
- The fence along Buckland Drive will be realigned to correctly reflect the boundary of the road reserve.
- Campsites overlooking Devlin's Inlet west of Captain Stevenson's Point will be set back 10 metres from the cliff face so as to ensure public access and protect coastal escarpment vegetation.

#### 4.5.4.3.3 On-site Accommodation.

Mallacoota Caravan Park currently contains no on-site accommodation.

#### **Issues**

- The Mallacoota community considers protection of the park's landscape values and public access as very important.
- The community has expressed some opposition to installation of on-site accommodation.
- Provision of on-site accommodation would require a balance to be found

between commercial values of the park, its landscape values and community expectations.

- Provision of on-site accommodation may impact on other accommodation providers in Mallacoota.

#### **Management Action**

- No on-site accommodation, with the exception of the manager's residence will be developed in the near future. Council may review this position in the future but any review would include opportunity for submission and comment through the planning permit process.

#### **4.5.4.3.4 Boat Moorings**

Boat moorings adjacent to the caravan park will continue to be made available to park patrons and the public for short-term boat storage. Priority will be given to these actions to discourage informal modifications by campers and other mooring users.

#### **Management Actions**

- Additional tie-off rings and wires will be installed in the northern boat mooring area in order to increase boat storage capacity.
- An annual inspection and maintenance program of the moorings and jetties will be developed and implemented.
- The existing stone sea wall will be continued to Captain Stevenson's Point.

#### **4.5.4.3.5 Vegetation Management**

- Council has prepared a tree management program for the caravan park. The plan contains: -
  - A current tree audit by a qualified arborist and a recommended course of action for 12 and 36 months.

- A tree maintenance and replacement program to ensure that adequate summer shade, screening and wind shelter is provided.
- A schedule of trees suitable for planting in the park with emphasis placed on local indigenous species.
- Identify and protect all Mallacoota Gums within the caravan park and the recreation reserve.

The contract manager will be required to complete the tree management program as approved by the Shire's parks and gardens staff.

- The contract manager will be required to engage a qualified arborist to undertake an annual tree audit of the park and subsequently prepare a 12-month works schedule for approval by the Council.
- Grass will be re-established at bare sites on an annual basis. Where necessary sites will be rested to ensure a satisfactory ground cover is established.
- Informal beach access tracks will be closed and re-vegetated. To encourage the use of formal beach access tracks, directional signs will be installed at key locations in the park.
- Vegetation at the top of coastal cliffs south of Captain Stevenson's Point within the caravan park is subject to intensive impact, which can result in death of vegetation. This has potential to destabilise these cliffs. The implementation of the landscape plan at Devlin's Inlet will allow for the rehabilitation of the cliff tops. In adjacent areas, where encroachment is occurring, the installation of

bollards, and planting of appropriate vegetation is required.

- To maintain the open character of the caravan park shrub planting should be implemented only at sites to separate day use and camping areas.

#### 4.5.4.3.6 Surface Drainage

##### **Management Actions**

- Progressive sealing of gravel roads will be given high priority to reduce the volume of sediment run-off into the lake during periods of heavy rain.
- Sediment run-off into the lake at the storm water outlet north of Captain Stevenson's Point will be improved by the installation of a sediment trap at this location.

#### 4.5.4.3.7 Amenities Blocks

The need to upgrade the park's amenities has been identified by Park patrons and by Council (report of 1998 workshop).

##### **Management Actions**

- Amenities blocks will be upgraded to ensure: -
  - Plumbing and electrical wiring is boxed in or in conduit to meet all current building codes and regulations.
  - Surface drains do not carry waste water away.
  - Floors are constructed of non-porous materials.
  - There are no large gaps between external walls and ceilings, between ladies and gents sections and around external doors allowing wind and bird entry.
  - Internal walls are sealed with at least a two-pack epoxy coating.
  - Ceilings are lined and painted.

- Shower and toilet cubicle walls are tiled or finished off with a product similar to "lamipanel".
- At least two amenity blocks provide facilities for people with a disability.
- All sinks, wash benches, mirrors and fittings are free of damage and easy to maintain.
- Maintenance items such as broken windows, leaking taps, shower-screens, curtains and seats are repaired.

Proposed upgrade of the park's amenities will be subject to availability of Council funds and the priority accorded by Council to these capital works.

#### 4.5.4.3.8 Roads

Most roads in and around the caravan park consist of a gravel surface. This results in dusty conditions for some campers and sediment run-off into the lake at times of heavy rain.

##### **Management Actions**

- Roads within the park will be progressively sealed.
- Roads south of and including Malloway Street will remain unsealed to retain their bushland setting.
- Speed restriction signage and speed humps or other speed control devices will be installed in high speed areas such as Panoramic Drive.

#### 4.5.4.3.9 Water and Fire Services

- Water supply and fire services upgrades in the Park will be completed to comply with the *Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 1999* prior the park being leased.

### Management Actions

- The upgrade to the park's fire and water service in accordance with relevant legislation, as proposed by East Gippsland Shire Council in 1997 (plans drawn for the Shire in July 1997 by Fisher Stewart) will be completed.

Fire and water services have not been upgraded to sites between Buckland Drive and the Town Wharf and sites inland of Abalone and Bream Streets at the ocean end of the park.

- A fire services maintenance plan will be prepared and implemented. The plan will incorporate standards of the provision, of a testing program for hydrants and fittings and annual testing by the CFA.
- A water reticulation Plan showing locations of piping, outlets, isolation valves will be prepared and maintained.
- A fire services and water reticulation maintenance register will be maintained. The register will record routine maintenance and major improvements.

#### 4.5.4.3.10 Power Heads

Power heads in the park are repaired or upgraded on an as-need basis.

### Management Actions

- An audit of power heads will be undertaken.
- All power heads will comply with the *Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 1999* prior the park being leased.
- A power reticulation plan showing locations of wiring, fuse boxes and

installations will be prepared and maintained.

- An electrical services maintenance register will be maintained. The register will record routine maintenance and major improvements.

#### 4.5.4.3.11 Signage

Much of the signage associated with the Mallacoota Caravan Park is old, in poor condition and in need of replacement.

### Management Actions

Signage will be installed to ensure that:

- park visitors and new arrivals are clearly directed to the reception area from Mallacoota township;
- a system of directional signs to park facilities, park administration, beach access and walking tracks is provided;
- a system of directional signs to camping sites is provided;
- routes to day use facilities and public access paths are clearly marked;
- drivers are aware of speed restrictions and pedestrians in the Park.

#### 4.5.4.4 Ancillary Facilities

The need for a camp kitchen and games room has been identified. A caravan park the size of the Mallacoota Caravan Park also justifies the provision of playgrounds and covered barbecues.

The Atco-style office is old fashioned and small, considering the large influx of people during peak holiday periods.

### Management Actions

- The suitability of converting the two shelter-sheds in the park into a camp kitchen and a games room will be investigated in consultation with the community. If this investigation

identifies that the shelter sheds are unsuited to conversion, new sites in the park will be identified and developed.

- Covered barbecues with tables and seats or covers over existing barbecues will be installed close to amenities block 2; at the site of the existing barbecue west of the old concrete tanks; at the northern shelter shed and to the north of amenities block 5 as shown in the proposed improvements to the Town Wharf area.
- Prepare plans and construct a new park office to replace the current office.

#### 4.5.4.5 Risk Management and Emergency Plan

##### **Management Actions**

A risk management plan for the Mallacoota Caravan Park will be prepared. The plan will incorporate: -

- Maintenance standards for park infrastructure.
- Procedures for infrastructure inspection, maintenance and administration.
- A tree management plan.
- An emergency response plan incorporating
  - major flooding;
  - bush fire threat;
  - gas emergency
  - storm damage
  - law and order incidents.

The plan will be completed during the period of the foreshore management plan

#### 4.5.4.6 Animals in the Park

Dogs have traditionally been permitted in the caravan park.

##### **Issues**

- Park users have expressed some concern about dog waste in the park and some dogs being permitted to roam uncontrolled.

##### **Management Actions**

- Dogs will continue to be permitted in the park.
- The feasibility of designating areas as *dog free* will be investigated.
- A responsible dog control leaflet will be produced and given to all park patrons with dogs.

#### **4.6 Other Issues**

##### **4.6.1 Foreshore Management Responsibilities**

The East Gippsland Shire Council is responsible for the management of the foreshore from Bastion Point to the Croajingolong National Park Boundary north of Buckland's Jetty and visitor facilities at Betka River. The Shire also manages a part of Shady Gully, not currently incorporated in the Mallacoota Foreshore Reserve.

Parks Victoria is responsible for the management of the foreshore from Bastion Point to the Southern Park Boundary. Parks Victoria is also responsible for the management of Mortimer's Paddock and the western part of Shady Gully.

East Gippsland Shire Council manages the jetties adjacent to the Mallacoota Caravan Park and the boat-launching ramp at Karbeethong. Management of private jetties currently is the responsibility of the Department of Sustainability and Environment but, subject to further approval as foreshadowed, will be handed to East Gippsland Shire Council as foreshadowed in the Foreshore Management Agreement.

Swing moorings, public wharves, public jetties and the Mallacoota Town Wharf

boat launching ramps are managed by Gippsland Ports.

### Issues

- There has been a lack of understanding in the community about which agency has responsibility for managing the various sections of the foreshore.
- Parks Victoria manages Mortimer's Paddock and Shady Gully while the East Gippsland Shire Council manages the adjacent foreshore. Rationalisation of the management of these areas may ensure a more co-ordinated land use and maintenance policies (see Section 4.6.2).
- Management responsibility boundaries at Bastion Point and Betka River Day use area have not been clearly defined. Consequently there is uncertainty about exactly where Parks Victoria and East Gippsland Shire Council responsibilities start and end. This Plan of Management also recommends the opening and formalising of a beach access track immediately to the south of the Betka River day use area which may further complicate management responsibilities.
- Mallacoota Reserves and Betka Camping Reserve Regulations 1967 are no longer appropriate and should be removed or updated.

### Management Actions

- The transfer of Management responsibility for Mortimer's Paddock will be investigated and, if appropriate, transferred from Parks Victoria to East Gippsland Shire Council.
- East Gippsland Shire Council's management responsibility for a small part of Shady Gully on the south eastern edge of it will be

transferred to Parks Victoria. Parks Victoria will then manage all of Shady Gully west of Lakeside Drive.

- A "Key Activity Nodes" working group will be established to ensure a co-ordinated approach to planning, management and improvements to Buckland's Jetty, Karbeethong Jetty and the Town Wharf and other activity nodes. The working group will comprise representatives from key stakeholder groups (Parks Victoria, Department of Sustainability and Environment, Gippsland Coastal Board, Gippsland Ports, East Gippsland Shire Council) and coopted community members as appropriate.
- The foreshore areas for which the East Gippsland Shire Council and Parks Victoria have management responsibilities will be mapped and marked and where necessary surveyed. Some on-site inspections will be required. These areas will be clearly stated in foreshore management and foreshore publicity material.
- Parks Victoria foreshore management responsibility will incorporate that foreshore immediately to the west of Trig Reserve 16/04230 (at Bastion Point).
- The boundaries of management responsibility at Betka River day use area will be agreed upon by East Gippsland Shire Council and Parks Victoria and reflect investigations from joint site visits by both agencies. In general, the day use area, associated parking and adjacent beach access will be managed by East Gippsland Shire Council.
- Because of the large number of overlapping responsibilities between the two foreshore management agencies (Parks Victoria and East Gippsland Shire Council) and the

Department of Sustainability and Environment, an umbrella foreshore management coordinating group will be established. Mutual issues of this group will include plan of management implementation, fire management, cultural management, walking track management and pest species management. This coordinating group may also have the potential for joint contracts for facility maintenance and roading works.

- The Mallacoota Reserves and Betka Camping Reserve Regulations 1967 will be referred to the Department of Sustainability and Environment for status determination and updating.

#### 4.6.2 Reserve Boundaries and Adjoining Reserves

The Mallacoota Foreshore Reserve consists of many reserved and unreserved Crown land allotments extending from the Croajingolong National Park boundary north of Buckland's Jetty to the Park boundary south of Betka River (Figure 4.2). The reserved allotments were reserved as "Recreation and Parks Reserves", "Public Purpose Reserves" and "Tourist Camping Reserves".

The foreshore reserve includes the sports field adjacent to the mud brick pavilion (part of Crown Allotment 10B-Recreation and Park Reserve).

The Land Conservation Council (now Environment Conservation Council) Final Recommendations (1977) and the Land Conservation Council East Gippsland Area Review Final Recommendations (1986) recommended Shady Gully and Mortimer's Paddock respectively, be reserved under the Crown lands Act and used to "*maintain the local character and quality of the landscape*" and provide opportunities for

activities such as picnicking and walking.

Current status of Shady Gully and Mortimer's Paddock is unreserved Crown land.

An area of land eastward of Betka Road and bordered by Betka Road and Davis Creek is also unreserved Crown land.

The adjoining Croajingolong National Park has been designated by UNESCO as a Biosphere Reserve, under UNESCO's Man and The Biosphere Program. There is recognition that Biosphere Reserves should have Buffer Zones. These areas can contain a variety of activities (eg agricultural, settlements, recreational activities).

#### Issues

- Landward boundaries of the foreshore reserve at some locations are unclear.
- Boundaries between the foreshore reserve and Mortimer's Paddock and between these and private property in the Devlin's Drive, Mortimer Street, Rassmuss Avenue and Bastion Point Road properties are ill defined.
- Regular mowing, occasional grazing (by horses) and vehicle tracks between Devlin's Avenue and Mortimer Street contribute to an appearance that Mortimer's Paddock is not a part of the foreshore. These factors also contribute to potential barriers to wildlife movement. Anecdotal evidence suggests that the clear areas are becoming larger.
- Development of informal vehicle access tracks between Devlin's Drive, Mortimer's Paddock and Bastion Point Road.
- A Buffer Zone for the Croajingolong National Park Biosphere Reserve has not been identified. The Mallacoota

Foreshore Reserve should be incorporated into a Buffer Zone.

### Management Actions

- Permanently reserve Mortimer's Paddock and Shady Gully under the Crown Land (Reserves) Act 1978 in accordance with the Land Conservation Council's final recommendations for the East Gippsland Study Area.
- Prepare a landscape concept plan for Mortimer's Paddock and its interface with the foreshore reserve and private property so that the area is identified as part of the foreshore reserve and reflects local character and quality of the landscape. Particular attention will be given to wildlife movement, management of vehicle access, pedestrian tracks, revegetation, its routine maintenance, and the development of a day use area (see Section 4.3.8).
- Permanently reserve the area of land eastward of Betka Road and bordered by Betka Road and Davis Creek and integrate its management with adjacent foreshore Crown reserve managed by Parks Victoria.
- The Foreshore Committee of Management should seek to include foreshore areas as a buffer zone to Croajingolong National Park Biosphere Reserve.

#### 4.6.3 Gippsland Ports Slipway

The slipway located at the town wharf provides a convenient access to a dry dock facility for non-trailable boats in the Inlet. Management and operational responsibility rests with Gippsland Ports.

Site requirements include access to power, water, adequate water depth, access to maintenance supplies and parking. Assessment of Karbeethong, Fisheries Point and the town wharf area lead to the conclusion that the existing

location, based on the above site criteria, is the most suitable for a rebuilt slipway.

### Issues

- The existing slipway is in need of replacement.
- Unimpeded public access to the slipway (as is currently the situation) poses public safety risks.
- The visual impact of a slipway on the site in which it will be located. (The potential tourism value of a boat maintenance facility is recognised).
- Environmental considerations relating to containment and disposal of waste materials generated by users of the slipway.
- The "Gippsland Boating Coastal Action Plan" recommends the development of a policy to determine the number of houseboats permitted to operate in the Mallacoota Inlet. The Action Plan states the proposed policy, along with an assessment of demand for "other boats at permanent wet berths" is required to establish whether a conventional slipway or a travel lift is required.
- Review location of slipway administration.

### Management Action

- A site close to, or at the existing site will be set aside in the concept plan for the town wharf area for a boat repair and maintenance facility.
- Public safety will be ensured by restricting public access, but without impeding public viewing of boat maintenance operations.
- The new slipway will have appropriate facilities for containment of waste, including boat scrapings.



- Gippsland Ports will review administration of both slipway and crane.
- Current Gippsland Ports Committee of Management area will be reviewed to include all its works areas.

#### 4.6.4 Native Title

The Study area is currently subject to an Application for Native Title Determination (claim), lodged at the Federal Court by the Bidwell People. (Claim number V6001/02).

The *Native Title Act 1993* also establishes processes which address the effect that new works, developments or uses (including tenures) may have on native title rights and interests, irrespective of whether a claim has been lodged or not.

These procedural rights need to be extended to native title interest holders and any registered Representative Body and might include the right to comment, the right to enter into a submissions process, or the right to negotiate. In some instances it may be necessary to negotiate and register with the National Native Title Tribunal an Indigenous Land Use Agreement.

#### Management Actions

- Prior to the commencement of any future works, developments or other uses, the appropriate procedural right is to be extended to native title claimants and Representative Bodies.
- Foreshore Management observe and comply with any alternative procedural arrangements that may be established under a native title determination, or where Agreements are negotiated and registered.

#### 4.6.5 Coast Guard Building

The Mallacoota Coast Guard is seeking to relocate their coast guard base station to the site of the old concrete tanks between Captain Stevenson's Point and Devlin's Inlet.

The Department of Sustainability and Environment has given in-principle approval for the site to be used for that purpose.

#### Issues

The community has demonstrated both support and opposition to the proposal.

It would appear from a Plan of Survey reference number 8534, 25/8/97 that the proposed building will be located partially within both the Permanent Public Purposes Reserve and the Public Purposes Reserve.

Advantages of the site include: -

- Line of sight to the ocean, Gabo Island and the entrance.
- Better radio communication than at their existing site.
- The site is visually unobtrusive because of existing vegetation.
- Ease of access to electricity and water.
- The site has already been disturbed.

Disadvantages of the site have been stated as: -

- Stability of the site.
- Proposed use is not in keeping with conservation and public use objectives of the foreshore.
- Alienation of public land.
- Potential loss of vegetation.

Other similar organisations, such as the Surf Life Saving Association, may also seek access to the foreshore for either temporary or permanent base stations.

#### Management Actions

- In-principle, an emergency services base station is considered appropriate use of the foreshore. Where possible, such a facility should be a co-use development. A final decision on an appropriate site is subject to planning approval application and process.

#### 4.6.6 Landscape Maintenance

Maintenance of the Mallacoota foreshore environment and infrastructure is the responsibility of both the Committee of Management and Parks Victoria. East Gippsland Shire Council is responsible for land north of and including Bastion Point and Betka River day use area and Parks Victoria for land west of Bastion Point but not including Bastion Point or Betka River day use area.

A diverse range of natural settings is found in the Mallacoota Foreshore. This diversity is recognised as an asset and a feature of Mallacoota.

#### Issues

- The Mallacoota local and visitor community expects the existing landscape character of the Mallacoota Foreshore to be retained.
- Community expectations vary about the levels of vegetation maintenance. There is some expectation, for example that debris and fallen timber between Karbeethong and Coull's Inlet be regularly cleared. However, this debris and timber is required for fauna, and shelter for regrowth of native vegetation.

#### Management Actions

- Maintenance of foreshore areas will reflect the landscape character and purpose of those areas as described in this Plan (Section 2.2.3).
- Maintain the Mallacoota Wharf area and the Caravan Park as modified and urban landscapes.

- Areas (excluding the Mallacoota Wharf area, the "Billy Bruce's Cow Paddock" and the Caravan Park) in the Southern, Devlin's Inlet and Northern Zones are to remain and be maintained as natural areas. All plantings in these areas should be indigenous to the area and relate to the location.
- The "Billy Bruce's Cow Paddock" is to be retained as a grazing paddock with safe public access to the Inlet foreshore.

#### 4.6.7 Dogs on the Foreshore Area

Walking dogs in the Mallacoota foreshore and along the inlet and ocean beaches has traditionally been a popular activity for residents and visitors.

East Gippsland Shire Council General Local Law 2000 (4.6) states that "a person in charge of an animal must not allow it to remain in an area or bathe or swim in the water adjoining an area designated as a beach or foreshore reserve between 1 November and 30 April in each year. A person in charge of the animal on Council land must not permit the excrement of the animal to remain on Council Land". This law does however permit dog owners to walk their dogs through the land to which Local Law 2000 applies.

This law applies to an area 200 metres to the west and east of the Betka River entrance, the day use area and the foreshore and beach area from Bastion Point north to Devlin's Inlet.

Between Bastion Point and Betka River (excluding Betka River), the *Mallacoota Reserves and Betka Camping Reserve Regulations* 1967 apply. These regulations require dogs to be kept under control on a chain or leash and not cause annoyance to any person. The regulations provide for notices prohibiting entry of dogs to some areas.

**Issues**

- How to provide for dog access to beaches and the foreshore while ensuring natural, cultural and recreation values are retained.
- Ensure that dog owners maintain their dogs under control and that all dog excrement is removed from beach and foreshore areas.
- Balancing the range of community attitudes about dogs being permitted on beaches and the foreshore.
- The application of local law at Betka Beach is inconsistent with East Gippsland Shire Council's Committee of Management responsibilities.

**Management Action**

- Council's current Local Law 2000 will be applied to the Mallacoota foreshore. Alterations may be considered in future, but within the context of future general review of Local Laws.
- Initiate a community awareness program for responsible pet ownership.
- Dog handlers will be encouraged to remove dog excrement.
- Local Law 2000 will be applied and limits of application at Betka Beach reviewed to conform to management responsibilities.
- Signage relating to Local Law 2000, Section 4.6 "Animals on Beaches and Foreshore Reserves" will be installed at key access points to Devlin's Inlet, Bastion Point and Betka River.

**4.6.8 Special Events**

The Easter Festival of the Southern Ocean is held annually in Mallacoota and is an important event culturally and commercially for the town. At the end

of the festival, an event titled the Sunset Ritual is usually held at Betka River.

**Issues**

- Public safety is an issue of concern to foreshore management.

**Management Actions**

- Special one-off and annual events will continue to be permitted in the foreshore area subject to approval from the relevant authority.
- Organisers of special events such as the Easter Festival of the Southern Ocean Sunset Ritual will be required to demonstrate that public safety will be ensured and that an adequate public liability insurance cover is held.

**4.6.9 Risk Management**

There are inherent risks associated with foreshore recreation activities. The aim of the relevant management authorities is to manage the foreshore infrastructure to minimise risk to users.

**Management Actions**

The risk management plan proposed below applies to East Gippsland Shire Council managed land. Parks Victoria has its own corporate risk management processes.

- A risk management plan for the Mallacoota Foreshore will be prepared. The plan will incorporate:
  - 
  - Maintenance standards of foreshore infrastructure.
  - Procedures for infrastructure inspection, maintenance and recording.
  - A risk audit.
  - An emergency response plan incorporating:
    - search and rescue
    - major flooding;

- bushfire threat;
- storm events;
- law and order incidents;
- gas emergency.
- Speed limit signs and pedestrian warning signs will be reviewed, and if necessary installed or replaced, at high risk sites such as Buckland's Jetty, Lakeside Drive, Bastion Point Road and Betka River.
- Trees in the Mallacoota Caravan Park will continue to be managed to reduce risk to campers and day visitors.
- Beach access tracks, stairs, viewing platforms and day use facilities will be constructed at popular beach access points to comply with Australian Standard DR99196.

#### 4.6.10 Lighting

Well planned lighting of the foreshore is important for safety, user comfort and environmental reasons.

New lighting will be installed as a result of improvements proposed for Karbeethong, the Town Wharf area and the day use facility overlooking Devlin's Inlet.

Some concern has been expressed about inadequate lighting of Lakeside Drive in the vicinity of Mirrabooka Drive and Shady Gully bend.

#### Management Action

- Foreshore lighting will comply with Australian Standard 4282-1997 and Australian Standard on pedestrian lighting AS/NZS 1158.3.1:1999.
- New lighting installations will contain light to below the horizontal to minimise light pollution.
- Lighting installed in the foreshore area will minimise the light that is allowed to fall on water.

- Lighting of Lakeside Drive in the vicinity of Mirrabooka Drive and Shady Gully bend will be given consideration within the context of planning for the proposed multi-purpose track from Karbeethong to the Town Wharf.

#### 4.6.11 Commercial Activities

There are currently five commercial tourist activities operating from the Mallacoota Foreshore (in addition to the Mallacoota Caravan Park, commercial fishermen and the abalone industry).

They are based at the Town Wharf (3), Karbeethong (1) and Buckland's Jetty (1). Where there is a land component, a licence is required from the Committee of Management.

On the land managed by Parks Victoria, licences also apply.

#### Management Actions

- Allow commercial activities at suitable locations (subject to approvals from relevant authorities), consistent with the character and function of each area.
- Incorporate a site in the Town Wharf area for future tourist development.

#### 4.6.12 Non-conforming Uses

Non-conforming uses are those activities and infrastructure that have developed informally, without approvals and outside the current foreshore management policies.

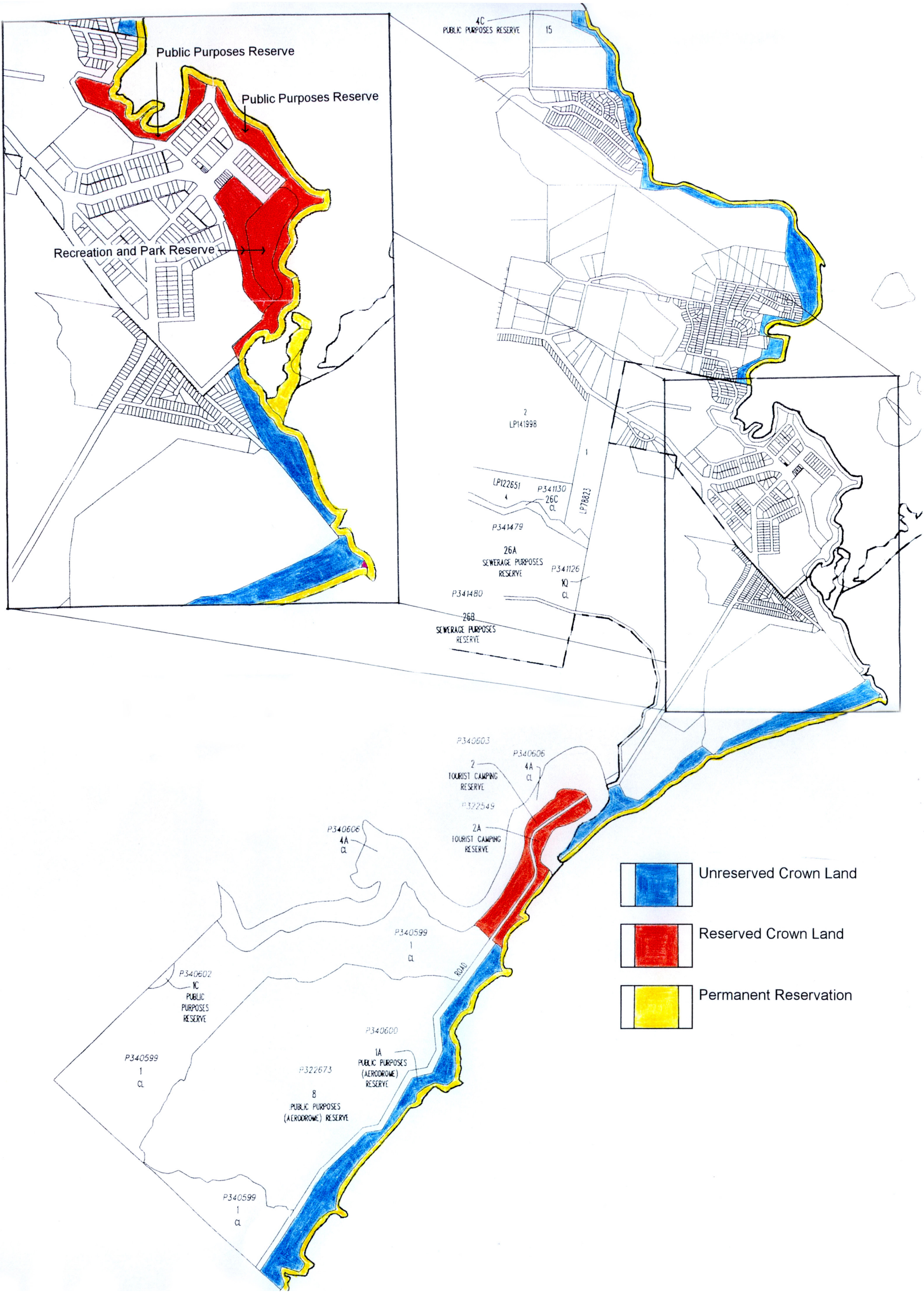
Non-conforming uses are identified as:

- Boat maintenance on Coull's Inlet foreshore.
- Informal private jetties constructed near Captain Stevenson's Point.
- Informal boat ramps.
- Camping near Betka River.

#### Management Actions

- Maintenance of watercraft in the Mallacoota Foreshore will be permitted at designated areas capable of controlling potential pollution.
- Informal and unlicensed jetties will be removed. Owners will have the opportunity to make applications to licence those structures, provided they conform to the specifications for private jetties and are located within the appropriate jetty zoning.
- Vehicle barriers will be installed at informal boat ramps to protect shoreline vegetation.
- Informal camping will be prohibited and policed in the respective foreshore management areas by Parks Victoria and East Gippsland Shire Council.





**Mallacoota Foreshore Management Plan**  
 Scale 1:25 000-A3    Drawn K. Herbert    Date 03/2000    Figure 4.2: Land Status

## 5 COMMUNITY AWARENESS & INVOLVEMENT

Community groups have traditionally participated in the development and management of the Mallacoota foreshore. groups such as the Mallacoota Inlet Business Tourism Association, Mallacoota Community Association, Friends of Mallacoota and Mallacoota Coast Care have prepared tourist guides and maps and been involved with construction of infrastructure and weed eradication works.

Existing consultation processes include: -

- East Gippsland Shire Council's community consultation program.
- Public process associated with Planning Permit and Coastal Management Act consents.
- Issues based consultation.
- Direct liaison with existing community groups.

### Issues

- The East Gippsland Shire Council Planning and Development Strategy (1997-2010), strategy 3.2.11 states that the Shire will *"Encourage community participation in foreshore management – establish mechanisms for local input and involvement to assist the Shire in its role as Committee of Management for foreshore reserves."*

- Parks Victoria also encourages local community input into areas that it manages.
- There is an apparent lack of awareness about which agency has responsibility for managing different areas of the foreshore.

### Management Actions

- Maintain existing consultation processes.
- Encourage community groups and individuals to undertake foreshore improvement, monitoring and maintenance projects.
- Formal agreements between the Land Manager and the respective person or group undertaking works in the Foreshore will be entered into for each project.
- Develop and implement a community education program to heighten awareness of local weeds and garden escapees within the town and areas adjacent to the foreshore.
- Continue to raise community awareness of the "Creeping Backyards" program.



## 6 IMPLEMENTATION

Each action is given a priority with an indicative time frame. The final timing of implementation will be subject to financial and human resources available to each foreshore management agency.

Some actions may be completed earlier than indicated should State or Commonwealth grants become available.

It is envisaged that high and medium priority actions will be completed within three years and six years respectively of the management plan being ratified by the Department of Sustainability and Environment.

Completion of low priority projects will be subject to available funding and resources or the allocation of a higher priority.

### 6.1 High Priority

#### 6.1.1 Planning and Management

These actions consist of applying foreshore planning and management policies identified in the Mallacoota Foreshore Management Plan. They are ongoing policies and cost of implementation is minimal.

Action	Reference	Lead Agency	Indicative Costing/Source
Maintain a minimum development policy along foreshore south of Bastion Point (Betka River excluded)	4.1.1.3	PV	Management
Manage foreshore vegetation from Coull's Inlet to Buckland's Jetty as a natural environment	4.1.1	EGSC	Management
Maintain grass in the "Billy Bruce Cow Paddock" area to facilitate public access to the foreshore	4.4.6	EGSC	Maintenance
Vegetation will be managed at Tip Beach, Bastion Point Lookout, Devlin's Inlet, Captain Stevenson's Point, Coull's Inlet and "Billy Bruce's Cow Paddock" by the respective management agencies to maintain some ocean views	4.3.3.	PV/EGSC	Maintenance
Assess water depth at Caravan Park, Coull's Inlet and Karbeethong berths and jetties. Dredge if appropriate	4.4.2	EGSC	Assessment \$1,000 Dredging \$20,000 Grant
In consultation with Mallacoota horse riders investigate beach and foreshore access	4.4.7	PV/EGSC	Management Costs included in general operations
Develop a Mallacoota Foreshore Risk Management Plan	4.6.9	PV/EGSC	Management
Raise community awareness about pest species using the "Creeping Back Yards" awareness program	4.4.4, 4.6.2	EGSC	Management \$2000
Implement policies relating to non-conforming uses and special events	4.4.5, 4.6.8	PV/EGSC	Management
Develop, in conjunction with stakeholders, an overlay plan for the southern end of the caravan park, including Greer Street Oval site, identifying and siting future recreational infrastructure	4.5.4.2	EGSC	Management Partially completed \$5,000
Prepare a coastal hazards study to assess the potential impact of climate change and consequent sea level change on Mallacoota foreshore infrastructure	4.1.1.4	Gippsland Coastal Board	Grant

### 6.1.2 Resource Conservation and Protection

The purposes of these actions are to protect and conserve the natural, cultural and recreational values of the foreshore area. They are

principally management and maintenance related tasks.

Action	Reference	Responsible Agency	Indicative Costing/Source
Apply fauna, flora and landscape conservation policies outlined in this plan.	4.1.1.1, 4.1.1.2, 4.1.1.3,	PV/EGSC	Management Policy application
Create a pest management programs to identify areas with major pest species invasion and implement the appropriate control methods. Involvement of community groups will be sought.	4.2.5	EGSC/PV	Operations Allow \$5,000pa Recurrent
Manage informal walking tracks, beach access tracks, boat launching ramps and jetty access tracks to minimise vegetation loss and soil erosion.	4.1.1.1, 4.2.1, 4.3.6, 4.4.1, 4.4.2	EGSC/PV	Operations
Implement fire management and water quality programmes.	4.2.2, 4.2.3	EGSC/PV	Operations

### 6.1.3 Mallacoota Caravan Park

The timing of upgrading works at the caravan park will be subject to the inclusion of infrastructure works in East Gippsland Shire Council's three year capital works program and subsequent availability Council funding.

Action	Reference	Lead Agency	Indicative Costing/Source
Develop documentation and seek expressions of interest to manage the park		EGSC	Management \$10,000
Preparation of a vegetation management plan <sup>(4)</sup>	4.5.4.3.5	EGSC	Management \$5000
Develop and implement risk management plan. <sup>(4)</sup>	4.5.4.5	EGSC/Lessee	Management \$10,000
Amend site layout in light of public access provisions <sup>(4)</sup>	4.5.4.2	EGSC	Capital \$20,000
Seal caravan park roads <sup>(4)</sup>	4.5.4.3.7	EGSC/Lessee	Capital \$150,000 Grant
Power outlets <sup>(1)</sup> , water supply <sup>(2)</sup> and fire service <sup>(3)</sup> upgrade <sup>(4)</sup>	4.5.4.3	EGSC/Lessee	Capital \$50,000

Action	Reference	Lead Agency	Indicative Costing/Source
Signage		EGSC/ Lessee	Capital \$10,000
Ensure adequate water depth at caravan park boat jetties and mooring poles.	4.5.4.3.4	EGSC	Capital \$16,000

<sup>(1)</sup> Continue upgrading on an “*as needed*” basis.

<sup>(2)</sup> & <sup>(3)</sup> Water and fire service upgrade required immediately to comply with *Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 1999*.

<sup>(4)</sup> Timing of these works is subject to availability of Council funds.

#### 6.1.4 Capital Works

These actions consist of infrastructure improvements to ensure protection of natural values and enhancement of recreation experiences.

The Mallacoota Town Wharf is considered the highest priority, as it is a focal point for visitors

and tourist activity in Mallacoota. Its upgrading will improve recreational amenity, the visual character of the foreshore and address issues of sediment run-off into the Inlet.

Action	Reference	Lead Agency	Indicative Costing/Source
<u>Mallacoota Town Wharf.</u> <ul style="list-style-type: none"> <li>• Finalise Site Planning</li> <li>• Seal Car Park</li> <li>• Complete Landscaping</li> <li>• Install day use facilities</li> </ul>	4.3.1	EGSC/ Gippsland Ports	Capital Grant \$10,000 \$200,000 \$30,000 \$50,000
Install sediment traps, erosion control structures and storm water controls.	4.2.1	EGSC	Capital Grant \$70,000
Develop a standard and consistency of design for use in foreshore day use infrastructure.	4.1.1.3	PV/EGSC	Management \$5,000
Implement the development plan for the day use area at Devlin’s Inlet	4.3.5	EGSC	Commenced Capital Grant \$70,000
Improve car parking and traffic management at Buckland’s Jetty (including the Narrows Walk trailhead).	4.3.7	EGSC/PV	Capital Grant \$50,000

## 6.2 Medium Priority

Commencement of medium priority projects will be subject to the availability of resources for implementation.

It is envisaged that capital works will be completed within 6 years of ratification of the Mallacoota Foreshore Management Plan. Resource *conservation and protection* and

*planning and management* actions may be completed earlier subject to completion of stage 1 elements and availability of resources to relevant management agencies.

Note all capital works are subject to availability of funds and some are subject to further planning.

### 6.2.1 Planning and Management

Action	Reference	Lead Agency	Indicative Costing/Source
Subject to review, transfer the management of Mortimer's Paddock from Parks Victoria to East Gippsland Shire Council.	4.6.1	PV/EGSC/ DSE	Management
Subject to review, transfer East Gippsland Shire Council's management responsibility for part of Shady Gully to Parks Victoria. All of Shady Gully would then be managed by Parks Victoria.	4.6.1	PV/EGSC/ DSE	Management
Permanently reserve the area of land eastward of Betka Rd and bordered by Betka Rd and Davis Creek and integrate its management with adjacent foreshore Crown reserve managed by Parks Victoria.	4.6.2	PV/EGSC/ DSE	Management
Permanently reserve Mortimer's Paddock and Shady Gully	4.6.2	PV/EGSC/ DSE	Management
Undertake walking track stabilisation works	4.2.1, 4.4.3	PV/EGSC	

### 6.2.2 Mallacoota Caravan Park

Action	Reference	Lead Agency	Indicative Costing/Source
New office/ residence	4.5.4.4	EGSC	Capital Grant \$250,000
Camp kitchen and games rooms	4.5.5.5	EGSC	Capital Grant \$40,000
Seal caravan park roads (not completed in phase 1)	4.5.4.3.7	EGSC	Capital Grant \$70,000
Design and install day use BBQ and public access path	4.5.4.3.1; 4.5.44	EGSC	Capital Grant \$35,000

### 6.2.3 Capital Works

Action	Reference	Lead Agency	Indicative Costing/Source
Implement the development plan for Karbeethong	4.3.2	EGSC	Capital Grant \$50,000
Design and install walking track signage, interpretive signage and tourist	4.4.1, 4.4.3, 4.4.8, 4.6.9	EGSC/ PV	Capital Allow \$10,000
Improvements to beach access roads, beach access tracks and toilets	4.4.1	PV	Capital Grant \$150,000
Install improvements to Betka River	4.3.4	EGSC	Capital Grant \$30,000

### 6.3 Low Priority Projects

Low priority actions will commence subject to availability of funds and completion of high

and medium priority actions. Indicative budgets or sources of budgets are not provided.

#### 6.3.1 Planning and Management

Action	Reference	Lead Agency	Indicative Costing/Source
Prepare and install Mallacoota Foreshore area interpretive information on flora and fauna.	4.1.1, 4.4.8	PV/ EGSC	Capital Grant \$20,000
Facilitate the design and distribution of tourist information.	4.4.8	PV/ EGSC/ Lakes and Wilderness Tourism	Management Allow \$10,000
Conduct/ facilitate vegetation and fauna surveys within the foreshore area.	4.1.1, 4.1.2	PV/ EGSC	Management Allow \$15,000
Prepare a landscape plan for the parking area adjacent to the public works jetty at Robertson's Bight	4.4.2	EGSC	Management Allow \$5,000
Map, mark and where necessary survey foreshore land and management boundaries.	4.6.1, 4.6.2	DSE	Management Allow \$15,000
Assess the suitability of developing a new day use area near Mortimer's Paddock.	4.3.8	EGSC	Management Allow \$3,000
Prepare landscape plans for Mortimer's Paddock and "Billy Bruce's Cow Paddock"		EGSC	Management Allow \$10,000

### 6.3.2 Capital Works

Action	Reference	Lead Agency	Indicative Costing/ Budget Source
Construct a multi-purpose track from Karbeethong to the town Wharf <sup>(1)</sup>	4.4.3, 4.4.4,	EGSC	Capital Grant Allow \$500,000
Implement improvements to Bastion Point	4.3.3	EGSC	Capital Grant Allow \$150,000

(1) This project may be given a higher priority subject to commencement of improvements at Karbeethong Jetty. If traffic volumes increase significantly between Karbeethong and the Town Wharf, construction of the multi purpose track becomes more urgent due to safety reasons.

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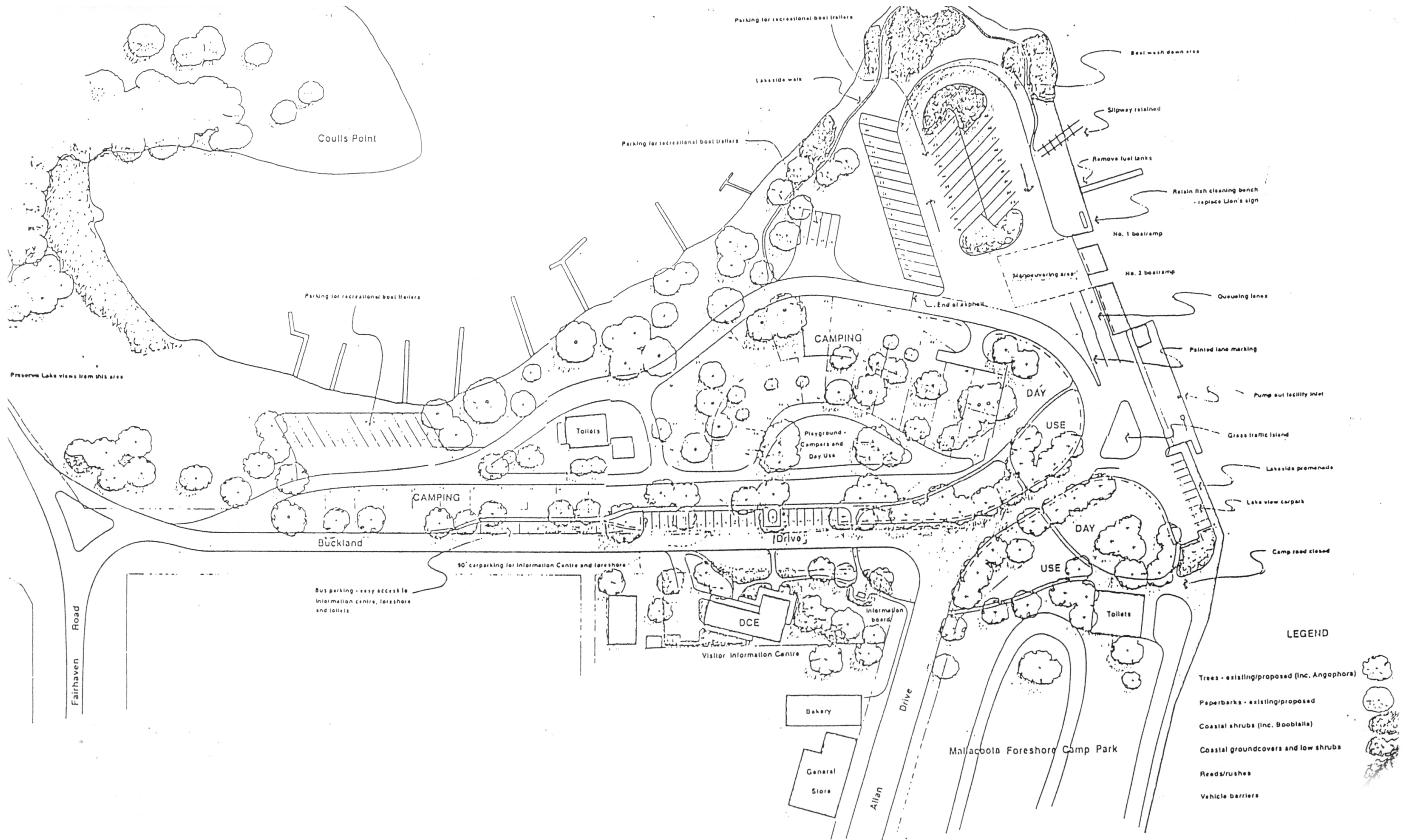
Victorian Ministry for Planning and Environment (1983) **An Archaeological Survey of Mallacoota Township, East Gippsland**.

Wilson Sayer Pty Ltd (1979) **Mallacoota Strategy Plan**, prepared for the Victorian Town and Country Planning Board.



# **Attachment 1**

## **Landscape Concept Plan for Mallacoota Town Wharf**



# Mallacoota Foreshore Day Use Area

## Stage 1 Plan

ALLAN DRIVE

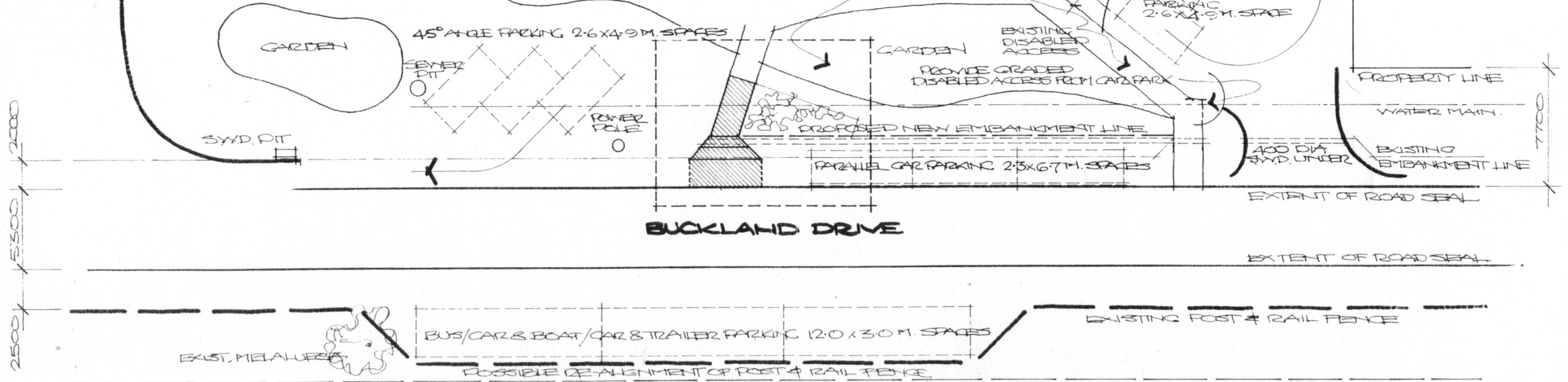


PROPERTY BOUNDARY

**NOTE**

IF 45° ANGLE PARKING ADOPTED AS SHOWN EXIST.  
POWER POLE STAY REVISION RECD.  
OR ALTERNATIVELY POLE  
REMOVED AND POWER  
PROVIDED UNDERGROUND.

**INSET - ENTRY DETAILS**  
SEE DRG. N° 2



2000  
1500  
2500

700

BUCKLAND DRIVE

SCALE 1:250

1

**PROPOSED NEW BUCKLAND DRIVE PEDESTRIAN ENTRY AND POSSIBLE ON & OFF STREET CAR PARKING CONFIGURATIONS FOR PARKS VICTORIA OFFICE MALLACOOTA**

DRAWN: VERNON DABBY P.O. BOX 27 MALLACOOTA VIC. 3892 TEL (03) 51580073 MARCH 2000

## **Attachment 2**

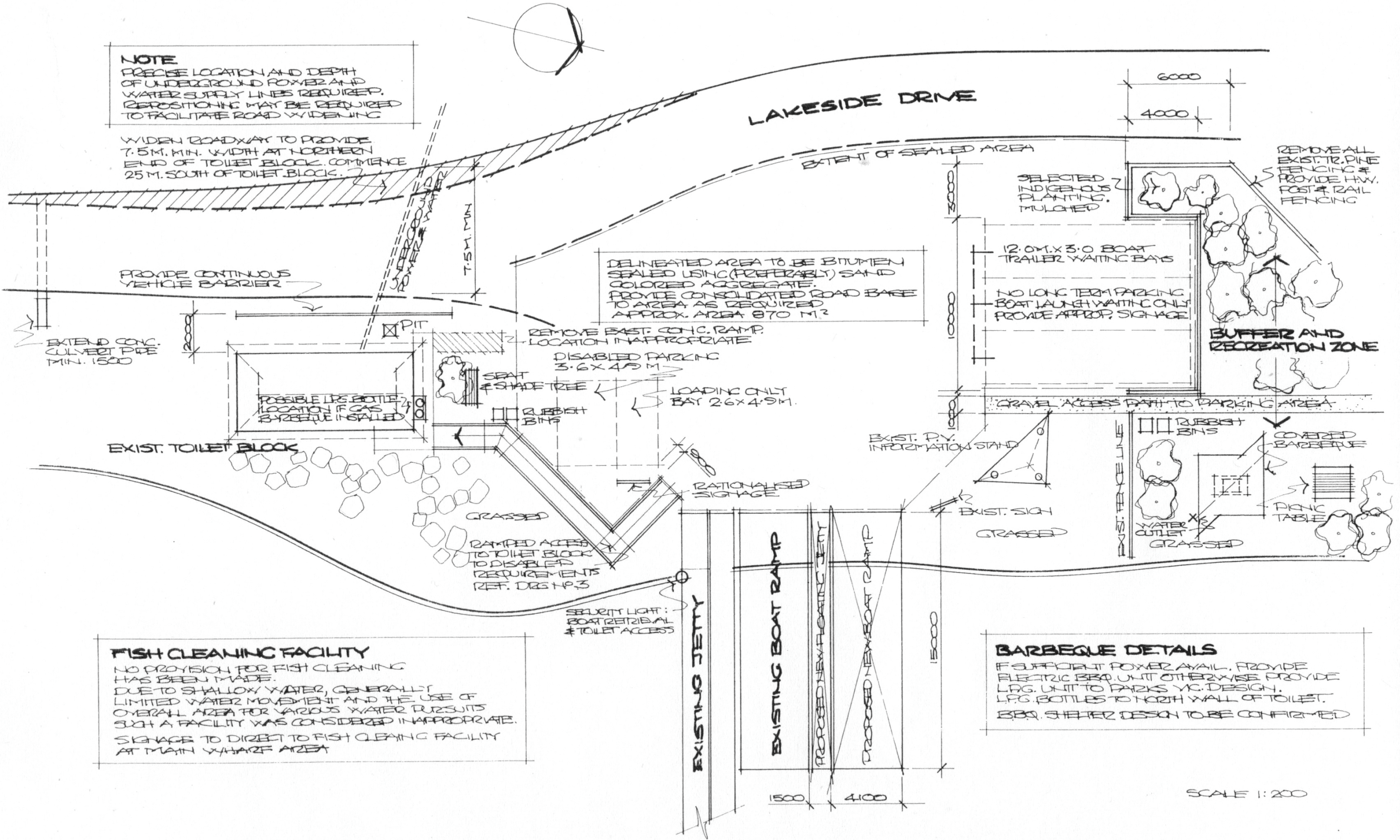
### **Landscape Plan for Karbeethong Jetty and its Surrounds**



**NOTE**

PRECISE LOCATION AND DEPTH OF UNDERGROUND POWER AND WATER SUPPLY LINES REQUIRED. REPOSITIONING MAY BE REQUIRED TO FACILITATE ROAD WIDENING

WIDEN ROADWAY TO PROVIDE 7.5M. MIN. WIDTH AT NORTHERN END OF TOILET BLOCK. COMMENCE 25M. SOUTH OF TOILET BLOCK.



PROVIDE CONTINUOUS VEHICLE BARRIER

EXTEND CONC. CULVERT PIPE MIN. 1500

POSSIBLE LPG BOTTLE LOCATION IF GAS IS BOTTLE INSTALLED

EXIST. TOILET BLOCK

GRASSED

RAMPED ACCESS TO TOILET BLOCK TO DISABLED REQUIREMENTS REF. DRG NO. 3

SECURITY LIGHT: BOAT RETRIEVAL & TOILET ACCESS

**FISH CLEANING FACILITY**

NO PROVISION FOR FISH CLEANING HAS BEEN MADE. DUE TO SHALLOW WATER, GENERALLY LIMITED WATER MOVEMENT AND THE USE OF OVERALL AREA FOR VARIOUS WATER PURSUITS SUCH A FACILITY WAS CONSIDERED INAPPROPRIATE. SIGNAGE TO DIRECT TO FISH CLEANING FACILITY AT MAIN WHARF AREA

DELINEATED AREA TO BE BITUMEN SEALED USING (PREFERABLY) SAND COLORED AGGREGATE. PROVIDE CONSOLIDATED ROAD BASE TO AREA AS REQUIRED APPROX. AREA 870 M<sup>2</sup>

REMOVE EXIST. CONC. RAMP. LOCATION INAPPROPRIATE

DISABLED PARKING 3.6 X 4.9 M

LOADING ONLY BAY 2.6 X 4.9 M

RATIONALISED SIGNAGE

EXISTING BOAT RAMP

PROPOSED NEW FLOATING JETTY

PROPOSED NEW BOAT RAMP

EXISTING JETTY

1500 4100

LAKESIDE DRIVE

BENTH OF SEALED AREA

SELECTED INDIGENOUS PLANTING. MULCHED

12.0M X 3.0 BOAT TRAILER WAITING BAYS

NO LONG TERM PARKING BOAT LAUNCH WAITING ONLY PROVIDE APPROP. SIGNAGE

BUFFER AND RECREATION ZONE

GRAVEL ACCESS PATH TO PARKING AREA

EXIST. P.V. INFORMATION STAND

EXIST. SIGN

GRASSED

RUBBISH BINS

COVERED BARBEQUE

DINING TABLE

WATER OUTLET

GRASSED

**BARBEQUE DETAILS**

IF SUFFICIENT POWER AVAIL. PROVIDE ELECTRIC BBQ. UNIT OTHERWISE PROVIDE LPG. UNIT TO PARKS VC. DESIGN. LPG BOTTLES TO NORTH WALL OF TOILET. BBQ. SHELFER DESIGN TO BE CONFIRMED

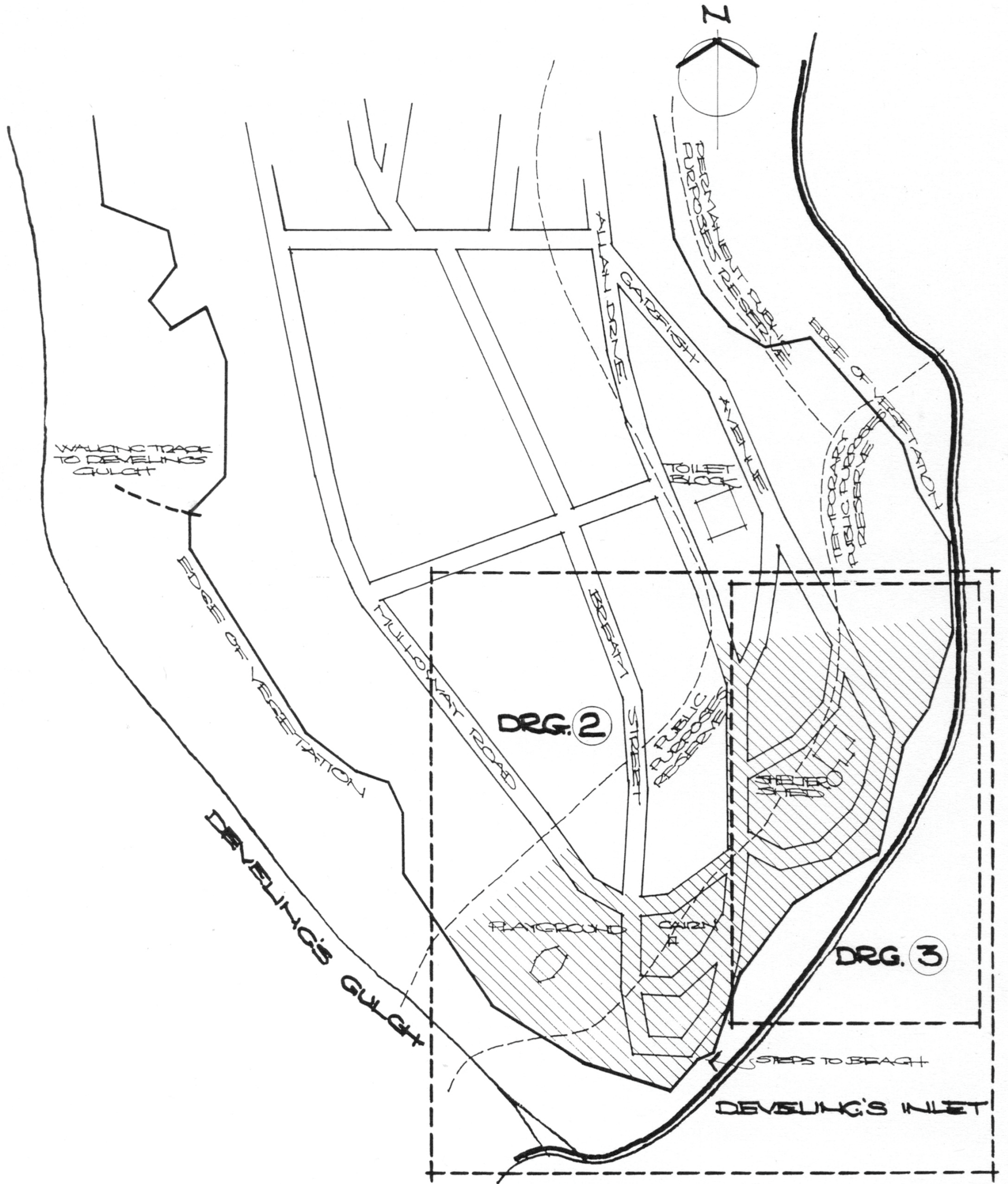
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**PROPOSED IMPROVEMENTS TO KARBEETHONG JETTY AND SURROUNDS**

VERNON DARBY P.O. BOX 27 MALLACOOTA VIC. 3892 R.B.P. DP-AD 505 TEL: 5158 0073 FAX: 5158 0075 AUGUST 2003

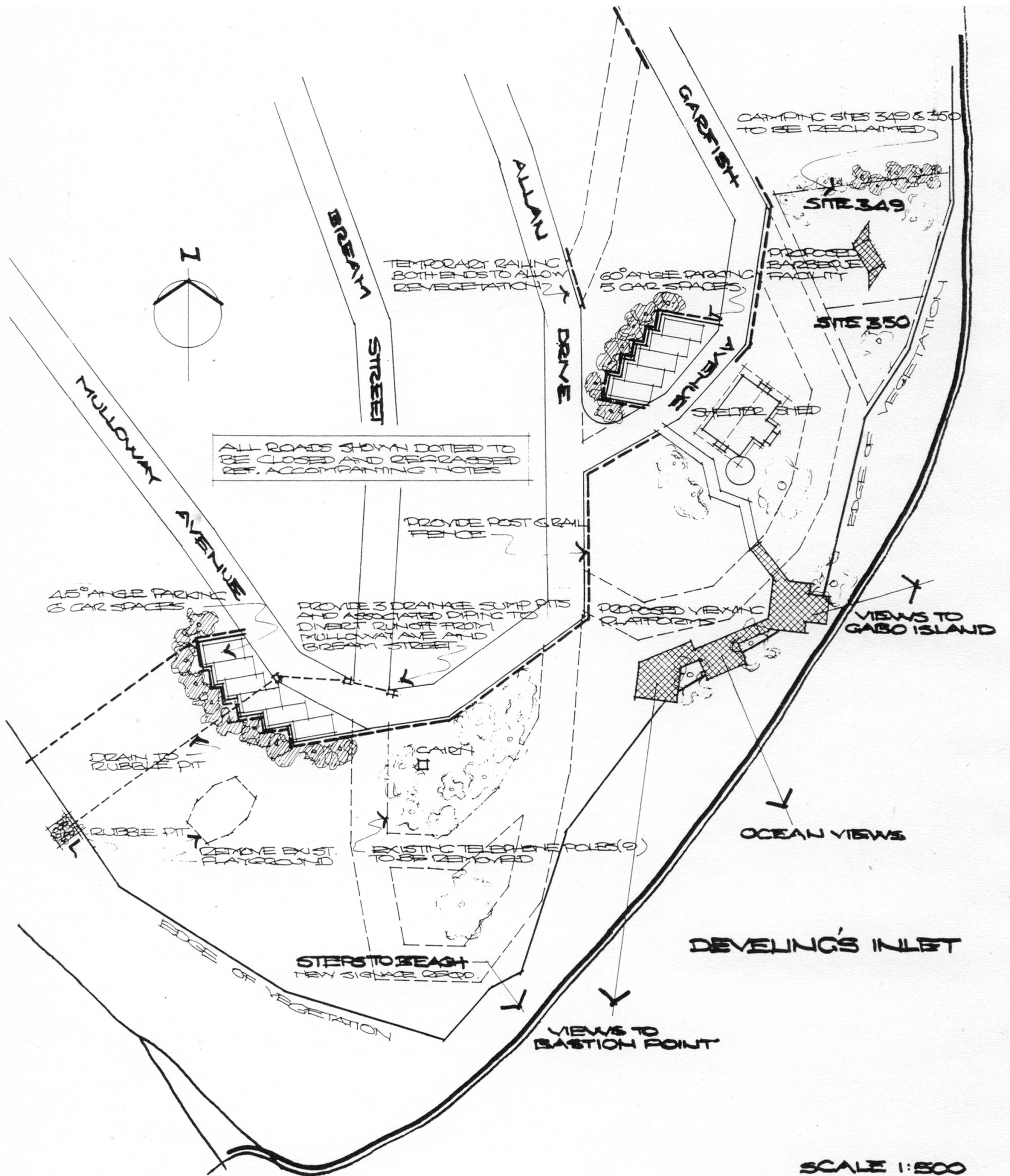
## **Attachment 3**

### **Landscape Plan for the Develings Inlet Area**



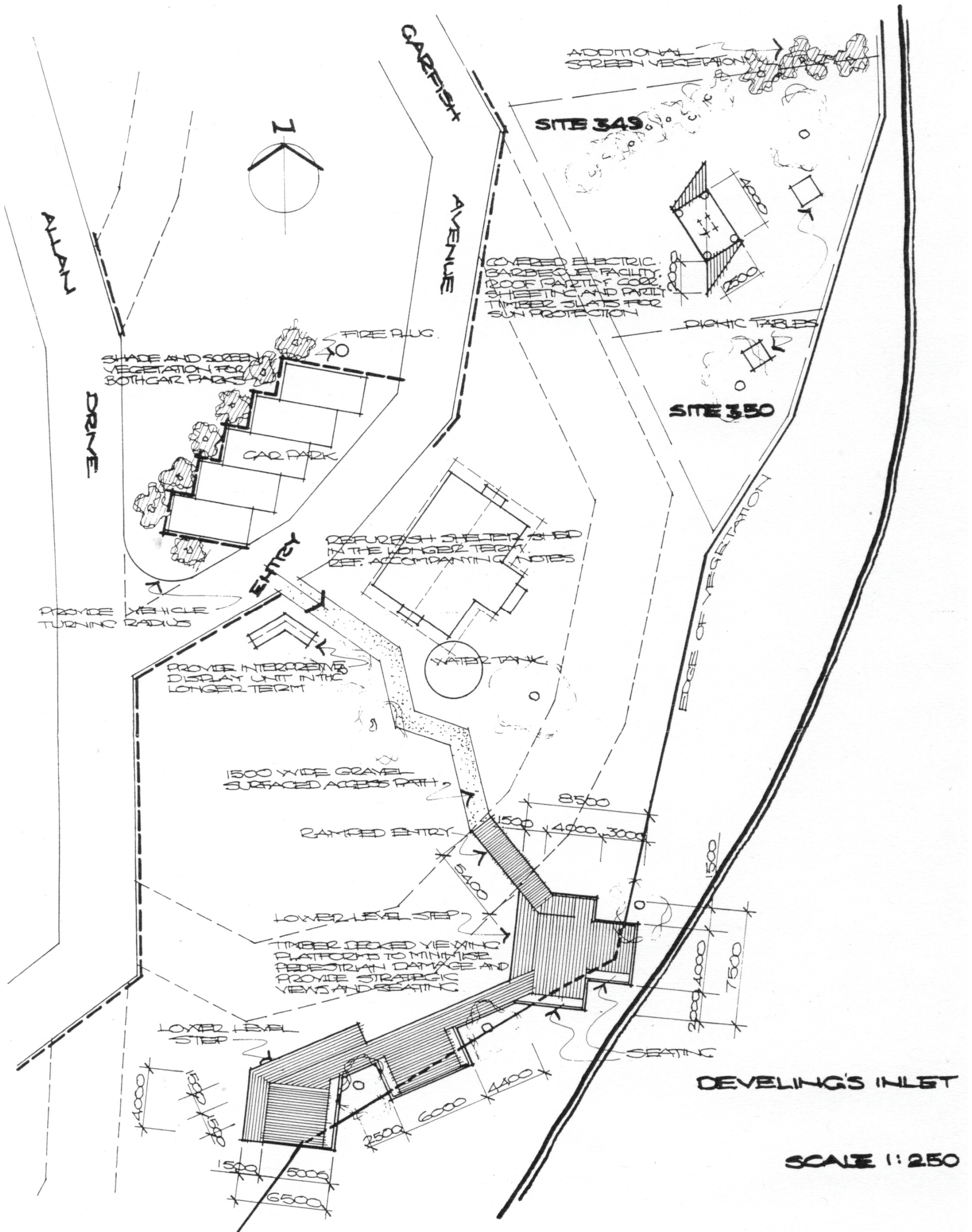
PROPOSED REDEVELOPMENT 1  
 MALLACOOTA FORESHORE RESERVE  
 CARAVAN PARK DAY VISITOR AREA  
 VERNON DARBY P.O.BOX 27 MALLACOOTA VIC. 3892 TEL: (03) 5158 0735 JUNE 1999





PROPOSED REDEVELOPMENT (2)  
 MALLACOOTA FORESHORE RESERVE  
 CARAVAN PARK DAY VISITOR AREA

VERNON DARBY P.O. BOX 27 MALLACOOTA VIC. 3892 TEL: (03) 5158 0735 JUNE 1999



PROPOSED REDEVELOPMENT 3  
 MALLACOOTA FORESHORE RESERVE  
 CARAVAN PARK DAY VISITOR AREA

VERNON DARBY P.O. BOX 27 MALLACOOTA VIC. 3892 TEL: (03) 5158 0735 JUNE 1999