

(1)
Carmen Bell
12 Beach Street
Queenscliff, Victoria 3225
(03) 5258 4500
cbell@pipeline.com.au

5 March, 2012

BY HAND

Mr Lenny Jenner
CEO, Borough of Queenscliffe
50 Learmonth Street
QUEENSLIFF VIC 3225

Re: **Queenscliff Planning Scheme Amendment C23**

Dear Mr. Jenner,

Thank you for your notification regarding the above proposed planning scheme amendment which seeks to rezone part of the Public Conservation and Resource Zone (PCRZ) and Public Park and Recreation Zone (PPRZ) by increasing the width of the highway Road Zone (RDZ1) and creating a new Special Use Zone (SUZ3) which replaces the existing Special Use Zone (SUZ1) which operates in the Harbour Precinct in order to establish parking at the Queenscliff terminal of Peninsula Searoad Transport.

When the current ferry service was introduced in the 1980's, there were concerns about the lack of parking provisions. The application then stated that this was a CAR FERRY taking cars away across the water and that therefore onsite parking was not required. It is interesting to note that the reciprocal ferry terminal in Sorrento on the opposite side of the Bay has no parking provisions within the leasehold, and I suppose one could argue that **parking provisions at both ends should be of a similar nature**, particularly since both townships are significant historic holiday destinations.

A lot of the ferry traffic is through-traffic and our holiday peak season is extremely short (i.e. Boxing Day to end-January, and weekends if the weather is fine until Easter). **Planning decisions should reflect the yearly average usage needs rather than the few peaks.** Providing parking for foot passengers at the Queenscliff terminal does **not benefit the business community here**. On the contrary, it enables visitors to park here and shop on the other side.

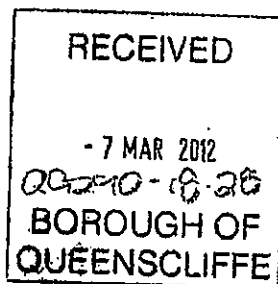
My main concern relates to the **Queenscliff Ferry Terminal Implementation Plan 2010**, in particular to Item No 9 – **Passenger Terminal Building**. This building is naturally at a very prominent position on the coast, and has significant impact when approaching from the sea. The Plan only shows a proposed building envelop (which almost doubles the existing single-storey building) but gives no design detail other than that it can be a maximum height of 8.5 metres. There are no controls specifying maximum numbers of storeys within this area (unlike the majority of the Borough's urban areas), so there would be the **potential for this building to have more than 2 storeys**. I suppose, since this building is "to meet the needs of ferry passengers" and the building envelop reaches the water's edge adjacent to the car loading ramp, the design of a multi-storey lift to allow foot passengers direct access to the upper ferry decks could well be back on the agenda. **I do not think that this building should be pre-approved without further close scrutiny of its FINAL DESIGN and would like this item removed from the Implementation Plan.**

Yours sincerely.

Carmen Lee



Current Queenscliff Ferry Terminal Building



inspiring excellence, discovery and community spirit

PO Box 148 Queenscliff VIC 3225

Phone 03 5258 4816

Fax 03 5258 4851

Email admin@qmf.net.au

www.qmf.net.au

ABN 16 774 741 067

ACN A0034401R

Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSCLIFF VIC 3225

6 March 2012

Dear Mr Josipovic,

I wish to express the support of the Queenscliff Music Festival (QMF) for the Queenscliff Planning Scheme Amendment No C23.

The Queenscliff-Sorrento ferry service is a key driver of regional growth, local tourism and economic development. The ferry is a pivotal gateway to the QMF and we support the application by Searoad Ferries to create improved infrastructure for locals, tourists and visitors using this gateway.

The current situation at the ferry terminal lacks the necessary infrastructure to provide the basic requirements to visitors both for the festival and throughout the year.

We support the changes outlined in the Planning Scheme Amendment and believe they reflect the needs of the passengers which use the ferry service and would create a much improved service and experience for all.

Yours Sincerely

Michael Carrucan
Director
Queenscliff Music Festival

LAST WEEKEND IN NOVEMBER.

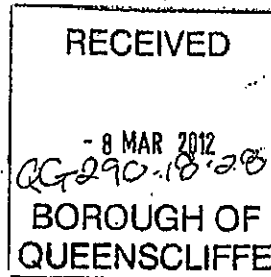
Queenscliff. The contemporary Australian music festival that inspires...
excellence, discovery and community spirit

BUSINESS S90VSC

LBW

www.lbwaccountants.com.au

Borough of Queenscliffe
ATT: Phil Josipovic
General Manager Planning & Infrastructure
PO Box 93
QUEENSCLIFF VIC 3225



BIG4 BEACON RESORT
An Independent Member of
BIG4 Holiday Parks of Australia Pty Ltd

78 Bellarine Highway
Queenscliff VIC 3225
Tel: 03 5258 1133
Fax: 03 5258 1152
ABN: 30 961 786 616
ACN: 006 933 035
Email: book@beaconresort.com.au
www.beaconresort.com.au

Thursday, March 08, 2012

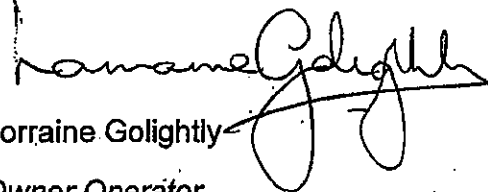
Dear Mr Josipovic,

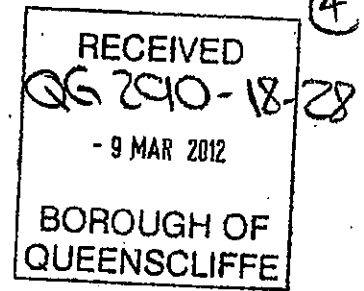
I wish to express my support and the support of BIG4 Beacon Resort for the Queenscliff Planning Scheme Amendment No C23.

Queenscliff-Sorrento Ferry is a major link in Victoria's transport network and our guests connecting the Bellarine Peninsula to the Mornington Peninsula and the Queenscliff-Sorrento ferry service and is a key driver of regional growth, local tourism and economic development and we support the application by Searoad Ferries to create improved infrastructure for locals, tourists and visitors.

We believe that the current situation at the ferry terminal lacks the necessary infrastructure to provide the basic requirements to visitors. We support the changes outlined in the Planning Scheme Amendment and believe they reflect the needs of the passengers which use the ferry service and would create a much improved experience for all.

Yours Sincerely


Lorraine Golightly
Owner Operator



Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSCLIFF VIC 3225

06 March 2012

Dear Mr Josipovic,

I wish to express my support and the support of Peppers Moonah Links Resort & Peppers Torquay Sands Resort for the Queenscliff Planning Scheme Amendment No C23.

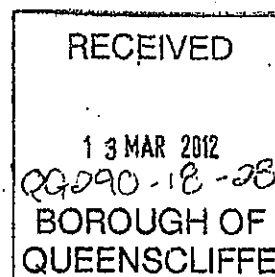
The Queenscliff-Sorrento ferry service is a key driver of regional growth, local tourism and economic development and we support the application by Searoad Ferries to create improved infrastructure for locals, tourists and visitors.

We believe that the current situation at the ferry terminal lacks the necessary infrastructure to provide the basic requirements to visitors. We support the changes outlined in the Planning Scheme Amendment and believe they reflect the needs of the passengers which use the ferry service and would create a much improved experience for all.

Yours Sincerely

Janelle Atkinson
Marketing & Business Development

5



Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSCLIFF VIC 3225

6th March 2012

Dear Mr Josipovic,

I wish to express my support and the support of Ashcombe Maze & Lavender Gardens for the Queenscliff Planning Scheme Amendment No C23.

The Queenscliff-Sorrento ferry service is a key driver of regional growth, local tourism and economic development and we support the application by Searoad Ferries to create improved infrastructure for locals, tourists and visitors.

We believe that the current situation at the ferry terminal lacks the necessary infrastructure to provide the basic requirements to visitors. We support the changes outlined in the Planning Scheme Amendment and believe they reflect the needs of the passengers which use the ferry service and would create a much improved experience for all.

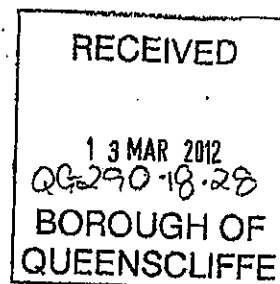
Yours Sincerely

Arthur Ross
Maze Keeper
Ashcombe Maze &
Lavender Gardens

A handwritten signature in black ink, appearing to be "Arthur Ross", written over a vertical line.

6

Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
Queenscliff Vic 3225



7 March 2012

Dear Mr Josipovic,

I wish to express my support and the support of The Queenscliffe Herald for the Queenscliff Planning Scheme Amendment No C23.

The Queenscliff-Sorrento ferry service is a key driver of regional growth, local tourism and economic development and we support the application by Searoad Ferries to create improved infrastructure for locals, tourists and visitors.

We believe that the current situation at the ferry terminal lacks the necessary infrastructure to provide the basic requirements to visitors.

We support the changes outlined in the Planning Scheme Amendment and believe they reflect the needs of the passengers which use the ferry service and would create a much improved experience for all.

Yours sincerely,

A handwritten signature in cursive script that reads "Carmel Murphy".

Carmel Murphy
Resident

QLT VISION

*"To promote and support tourism
in harmony with the historical,
environmental, recreational
and business needs of
Queenscliff and Point Lonsdale".*



**QUEENSCLIFF LONSDALE
Business & Tourism Association Inc.**

ABN 81 960 372 402

PO Box 66, Queenscliff, 3225

queenscliffnews@geelongce.net.au

Chairman: Graham J. Christie JP

Tel: 0418 521 579

Secretary: Tracey Otter

Tel: 0439 896 144

March 12, 2012

Mr P Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSCLIFF VIC 3225

RECEIVED

14 MAR 2012

QG-20-18-28

BOROUGH OF
QUEENSCLIFFE

Dear Mr Josipovic *Phil*

RE: Queenscliff-Sorrento Ferry

I write on behalf of the QLBT and wish to express the QLBT's support of the current proposal for the extension of car parking and improved infrastructure associated with Queenscliff Planning Scheme Amendment No. C23.

The Queenscliff-Sorrento ferry service is a key driver of regional growth, local tourism and economic development, and we support the application by Searoad Ferries to create improved infrastructure for locals, tourists and visitors at the Terminal.

We believe that the current situation at the ferry terminal lacks the necessary infrastructure to provide adequate amenities for visitors – in particular, a distinct lack of car parking. We support the changes outlined in the Planning Scheme Amendment and believe they reflect the needs of the passengers who use the ferry service and would create a much improved experience for all.

It is essential that the Borough supports any initiative that provides improved infrastructure and also helps to stimulate economic growth in our town. The growing number of empty shops in Hesse Street is a clear indication that we need to be proactive, improve and do everything possible to entice visitors to our town. The willingness of the Searoad Ferries organisation to invest in Queenscliff should be supported and encouraged.

Yours sincerely

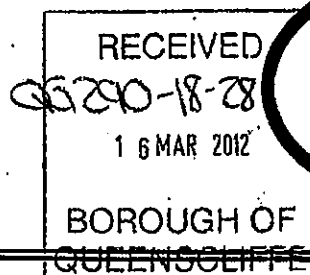
Tracey Otter
Tracey Otter
QLBTA Secretary

Cc: Mr L Jenner, BoQ
Mr M McDonald, Searoad Ferries

"The Queenscliffe Borough Sesquicentennial (1863 - 2013) - 150 Years of Service"

"Tourism is everyone's business..."

PO Box 166
Queenscliff Vic 3225 Australia
Phone: 03 5258 2069
Fax: 03 5258 4037
Email: marketing@bpr.org.au
Web: www.bellarinerailway.com.au



Phil Josipovic
General Manager Planning and Infrastructure
Borough of Queenscliffe
PO Box 93
Queenscliff VIC 3225

6 March 2012

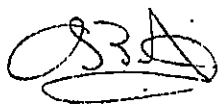
Dear Mr Josipovic

I wish to express my support and the support of The Bellarine Railway for the Queenscliff Planning Scheme Amendment No C23.

The Queenscliff-Sorrento ferry service is a key driver of regional growth, local tourism and economic development and we support the application by Searoad Ferries to create improved infrastructure for locals, tourists and visitors.

We believe that the current situation at the ferry terminal lacks the necessary infrastructure to provide the basic requirements to visitors. We support the changes outlined in the Planning Scheme Amendment and believe they reflect the needs of the passengers which use the ferry service and would create a much improved experience for all.

Yours Sincerely



Andrew Bridger

President

Geelong Steam Preservation Society t/as The Bellarine Railway

RECEIVED

20 MAR 2012

BOROUGH OF
QUEENSLIFFE

John Bowman

108 Orton St

Ocean Grove Vic 3226

16 March 2012

General Manager Planning & Infrastructure
Borough of Queenscliff,
PO Box 93
Queenscliff Vic 3225

Amendment c23 – Queenscliff Ferry Terminal Upgrade

Dear General Manager,

Please consider my concerns regarding Amendment c23.

1. The loss of vegetation and vegetated public open space.
2. It is impossible to cater for 100% of peak periods.

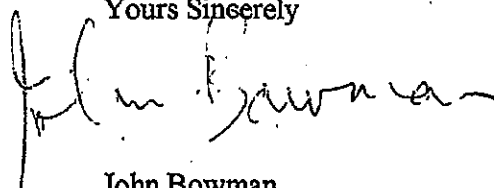
The Barwon Coast Committee of Management took this into account when it built the car park at Ocean Grove main beach. The Surf Coast is facing the issue at Bells Beach. They realize that you cannot turn a beautiful destination into a bitumen car park. In the immortal words of Joni Mitchell's Big Yellow Taxi, *They paved paradise And put up a parking lot*. If you don't know the song I beg you to look it up on YouTube.

3. If you are happy to transfer public land to a private operator please give me an opportunity to quote, I will double the ferry's offer. However I am being ridiculous because there is ample parking space with better planning along the side of the harbour towards Swan Bay. It is not a long walk. You will never see shop assistants park in a well managed shopping strip so I suggest ferry and harbour staff park more remotely.

4. The plan restricts and endangers pedestrian access between the bridge and the pier. A western car park will encourage foot traffic past the harbour shops.

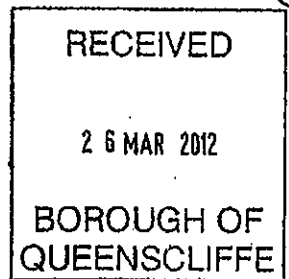
5. There needs to be better public transport to and from the ferry. A railway station or ferry terminal is not the end of the public transport line. It should be met by buses operating on a Swiss style pulsating time table to minimize car dependence. The proposed train station at Armstrong Creek is surrounded by a huge car park when it should be met by buses with surrounding shopping and commercial activity like older inner Melbourne suburban stations. We have to move our thinking away from cars/parks/roads. This amendment perpetuates future transport problems as badly as the Armstrong Creek plan and surely the Queenscliff Harbour should not be compared to Armstrong Creek.

Yours Sincerely



John Bowman

(10)



21st March 2012

Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
Queenscliffe Vic 3225

Dear Phil

As a local property owner I write to express my support for the Queenscliff Planning Scheme Amendment No. C23.

Having reviewed Planning Scheme Amendment documentation it is my belief that the proposed changes by Searoad Ferries will positively enhance the current facilities.

The current facilities do not always cope with the numbers using the ferry service. It is my belief that it is very important for us to support any improvements to what is a key element in ensuring a positive experience for Queenscliff visitors and tourists as well as locals.

Yours sincerely


Peter Scott

C/O Scottridge Holdings
34 - 36 Gatwick Road
Bayswater Vic 3153

11

RECEIVED

26 MAR 2012

BOROUGH OF
QUEENSLIFFE

21st March 2012

Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
Queenscliffe, Vic 3225

Paula Scott
7 Conos Court
Donvale Vic 3111

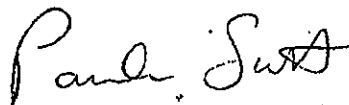
Dear Phil

As a local property owner I write to express my support for the Queenscliff Planning Scheme Amendment No. C23.

I have reviewed Planning Scheme Amendment documentation and support the proposed improvements to the existing ferry terminal by Searoad Ferries.

Not only will the vast number of locals who use the ferry service benefit, but the town as a whole also, given these improvements can only enhance the experience of visitors and tourists to Queenscliff.

Yours sincerely



Paula Scott

(12)

RECEIVED

26 MAR 2012

GG 290-18-28

BOROUGH OF
QUEENSCLIFFE

Robert & Shirley Hurley
18 Bridge Street
QUEENSCLIFF 3225

03 52581564
hurley@eftel.net.au

March 20, 2012

Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSCLIFF 3225

Dear Mr Josipovic

**QUEENSCLIFFE PLANNING SCHEME
AMENDMENT NO C23**

We write in support of improvements to the traffic flow, car parking and pedestrian safety at the Ferry Terminal, but wish to raise some issues and suggest improvements to the detail of the plan.

1. Need for work

The current state of the site is badly planned, poorly maintained and dangerous to the pedestrian public. As a tourist arrival point it is a disgrace. The key issues are:

1.1 The non-separation of traffic for car parking, traffic exiting the ferry and pedestrians is not suitable.

1.2 The state of pedestrian paths both within the Ferry responsibility and beyond is dangerous.

1.3 The car parking within the current Ferry responsibility was poorly planned and is poorly maintained.

1.4 The current provision of a bus stop is not suitable. It is too far from the terminal, pathways are in poor condition, no protection from severe weather.

1.5 The car parking in the primary dunes should never have been permitted. The degradation of the area, the sand bogged vehicles, and use of the site as a tip for dredging pipes and equipment is not acceptable. The sand deposition by nature, the resulting build-up of sand was never considered.

1.6 The protection of the primary dunes was either never considered or has been a failure.

The current planning amendment attempts to address some of these issues but must be improved.

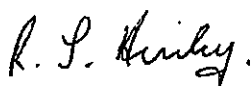
2. Proposals for improvement

- 2.1 That no building/car parking on the primary dunes be approved. This would include the area south of the proposed pedestrian path. That the area be planted to stabilise the sand dunes and manage the sand deposition. To maintain the number of car parks additional car parking can be added to the south-west perimeter of the proposed additional car parking space. Evidence of sand build up can be best seen at the new entrance ramps provided at the pier. Since this work was done the sand has built up to nearly cover the northern ramp.
- 2.2 That no individual car parks open directly to the main exit roadway and that the exit roadway is moved to the North East. This will improve traffic flow and safety. Shown on attached Map.
- 2.3 That car parking for staff is provided within the Ferry enclosure.
- 2.4 That a sealed pedestrian path be as planned on the southern perimeter of the car park and extend on the south western perimeter to the Harbour pedestrian crossing.
- 2.5 That the proposed Pedestrian Coastal Trail not be approved.
- 2.6 That the current Pedestrian path leading to the town, past the Maritime Museum, be improved.
- 2.7 That the proposed Bus/Taxi drop off bay be approved.
- 2.8 That the proposed relocation of the Shelter, plantings and park areas be approved, subject to the adjustment for car parking areas to accommodate 2.1 above.

3. Summary

We believe that through these improvements the area will:

- 3.1 Improve as a tourist arrival/departure site
- 3.2 Provide better care for the coastal environment
- 3.3 Improve pedestrian and driver safety
- 3.4 Provide adequate car parking to service the Ferries.



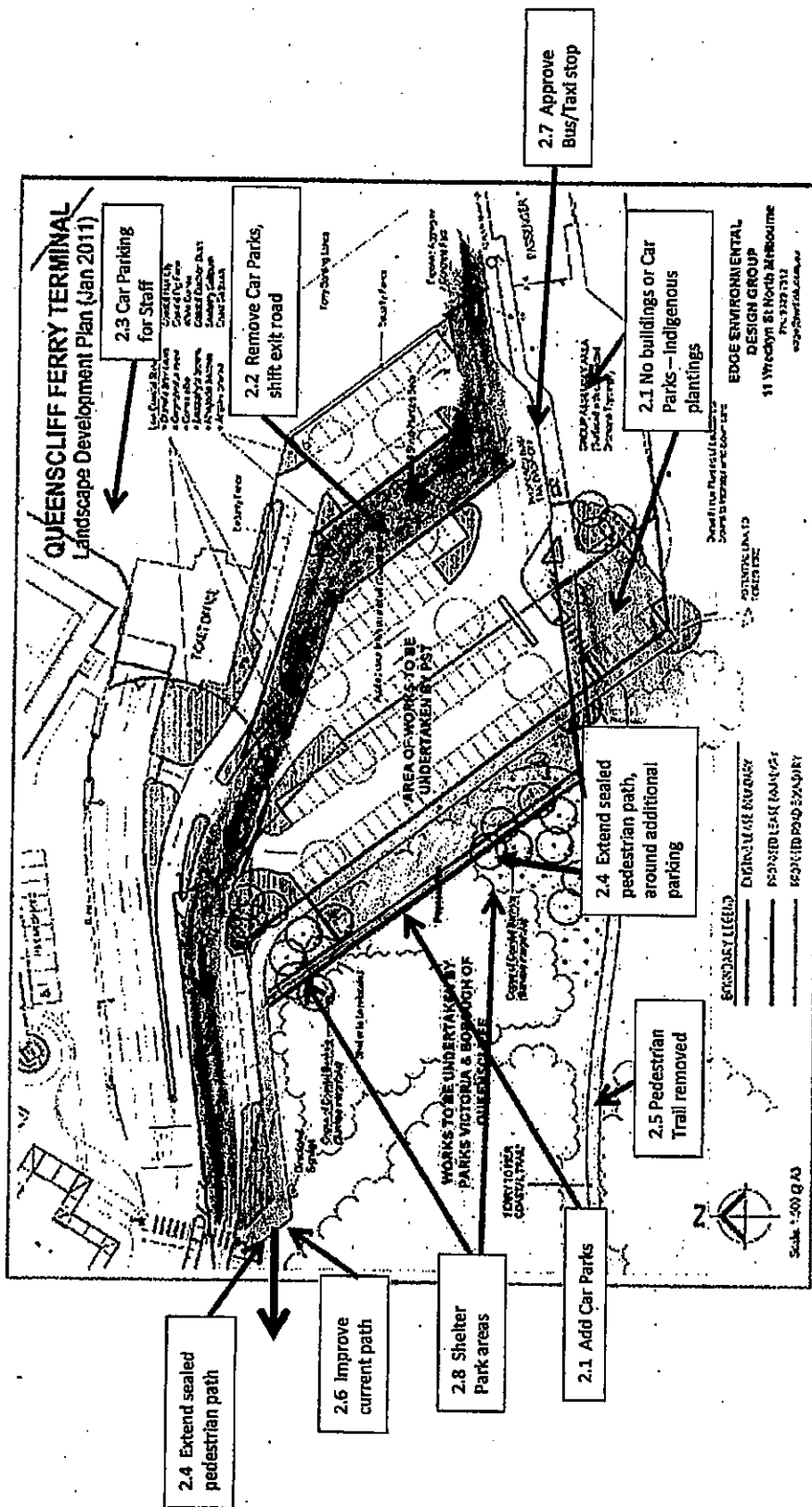
Robert Hurley

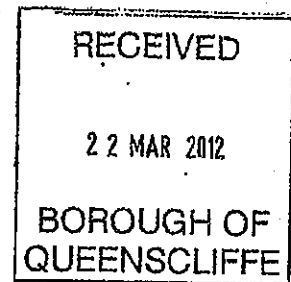


Shirley Hurley

Map attached to highlight proposed improvements.

Figure 23: Proposed Landscape Plan





General Manager

Planning and Infrastructure

Borough of Queenscliffe

P.O. Box 93

Queenscliff Vic. 3225

19-3-12

Submission re 'AMENDMENT c23 - QUEENSCLIFF FERRY TERMINAL UPGRADE'

At the outset I would like to say that this proposal horrifies us – it is beyond our understanding why Council would even consider an act which is in effect giving the use of public land to private enterprise and reducing vegetation and the beach in the process.

In such a small borough I would have thought that beaches and vegetated areas would be jealously guarded and seen as being of high value to the community, not handed over on a platter for parking space for private enterprise.

So far the ferry operator seems to have demonstrated complete contempt for the borough by removing vegetation to expand their car park without a permit. I find it amazing that Council, as far as I know, has totally ignored this already existing violation of the Planning Scheme.

In addition there are many alternatives that would better meet the needs of the ferry operator and not require any expansion of parking space at all -

- The existing car park is not full all the time so why destroy public open space for the sake of a few extra days of the year? Problems with traffic flow should be catered for by reconfiguration and efficient use of the existing footprint of the road and car park not by an ever expanding space for cars to park.
- The current workers park on the site, using up valuable space. If space is such a premium then why can't the workers park off site rather than council effectively giving land to the ferry?
- Better public transport provision should be provided from the ferry to Queenscliff, Point Lonsdale and Geelong and at the Sorrento end from the terminal to the town instead of just expanding a car park. If this occurred foot passengers would not need to park nearby.
- If the Borough really valued its unique environment as it often claims it does how can it be considering changing the "Environmental Significance Overlay" in order to allow the development to go ahead? In addition rezoning "Public Park and

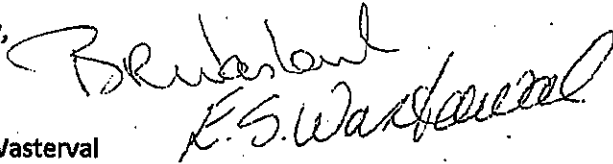
Recreation Zone (PPRZ) and Special Use Zone 1 (SUZ1) to Road Zone 1 (RDZ1)" is converting prime vegetated dune land to asphalt!

The vegetation offset plan indicates there will be a clear long term reduction in the land available for vegetation. The ferry is requesting to remove vegetation on public land and offset this by managing the land between the ferry and pier which is already publicly owned land! This is truly shocking.

We wish to strongly object to Amendment c23 – Queenscliff Ferry Terminal Upgrade and hope that Council will show their understanding of the value and importance of maintaining publically owned open space as exactly that – it must not be given to private enterprise and particularly not land that is of such high value and enjoyment to the community of Queenscliffe.

Yours sincerely,

Sue and Roel Wasterval

Handwritten signatures of Sue and Roel Wasterval. The signature 'Sue' is written in a cursive script, and 'Roel Wasterval' is written in a more formal, slightly cursive script below it.

RECEIVED

27 MAR 2012

BOROUGH OF
QUEENSCLIFFE

Mr Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSCLIFF VIC 3225

23 March 2012

Dear Mr Josipovic,

I wish to express the support of Bellarine Tourism for the Queenscliff Planning Scheme Amendment, No C23.

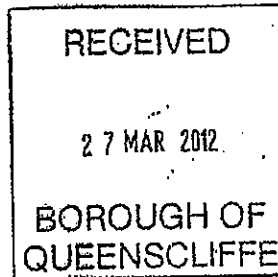
Bellarine Tourism represents around 200 tourism businesses across the Bellarine Peninsula, including accommodation properties, restaurants, cafes, retailers, attractions and transportation facilities. We work in partnership with Geelong Otway Tourism to promote the Bellarine and bring visitation to the region and thus support the local economy. Tourism is a key driver of the region. The Bellarine Peninsula's economy is heavily dependant on tourism to provide local employment and to bring money to the region.

The Queenscliff-Sorrento ferry is a large stakeholder in the tourism landscape as it provides a major gateway to the Geelong Otway and broader Great Ocean Road regions. The ferry drives regional growth, local tourism and economic development. We support the application by Searoad Ferries to create improved infrastructure for locals, tourists and visitors.

The current situation at the ferry terminal lacks the necessary infrastructure to provide basic requirements to visitors. Enhancing these facilities will only benefit users of the ferry and future visitors to the region. We support the changes outlined in the Planning Scheme Amendment (No C23) to allow the proposed re-development of the Queenscliff Terminal car park.

Kind regards,

HUGO T. ARMSTRONG
PRESIDENT



Level 1 - 48 Brougham St.
Geelong 3220
Victoria Australia

Telephone: 03 5223 2588
Facsimile: 03 5223 2069
International: 61 3 5223 2588
admin@visitgeelongotway.com
www.visitgeelongotway.com
ACN. A00 286 22D
ABN. 26 990 691 173



23rd March 2012

Mr Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSLIFFE VIC 3225

Dear Mr Josipovic

The Queenscliff Sorrento Ferry is a vital tourism asset that provides a major gateway to the Geelong Otway and broader Great Ocean Road Region. Likewise the tourism industry is critical to the social and economic well being of Queenscliff and the Region.

To maintain and strengthen economic performance and generate employment, infrastructure must be enhanced and visitor amenities improved.

Clearly the current ferry terminal in Queenscliff fails to cater for the very basic needs of visitors and locals alike.

As such on behalf of the tourism industry in the Geelong Otway Region we urge the Borough of Queenscliffe to amend the Planning Scheme (Number C23) to allow the proposed re-development of the Queenscliff Terminal car park.

Yours sincerely

Roger Grant
Executive Director
Geelong Otway Tourism Incorporated

PRINCIPAL PARTNERS

Geelong Region
Community Bank branches
 Bendigo Bank



EXECUTIVE PARTNER

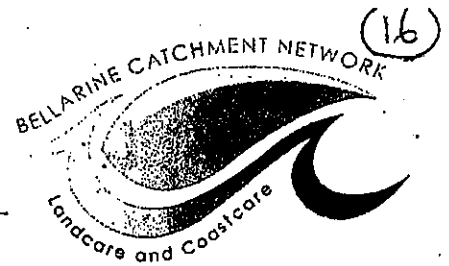


GREEN PARTNER



Bellarine Catchment Network

A0011936S
ABN 79 770 540 247



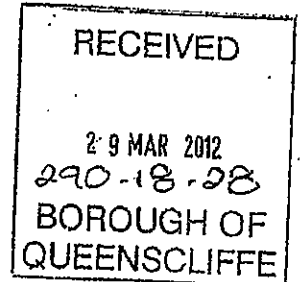
General Manager,
Planning & Infrastructure,
Borough of Queenscliffe,
PO Box 93,
Queenscliff 3225.

Bellarine Catchment Network,
PO Box 52,
Queenscliff 3225

March 28th 2012.

Dear Phil,

Re: Amendment c23. Queenscliff Ferry Terminal Upgrade.



Bellarine Catchment Network (BCN) wishes to submit the following comments regarding the proposed Queenscliff Ferry Terminal upgrade.

We are concerned that a section of Crown Land, covered by an Environmental Significance overlay and currently zoned Public Conservation & Resource Zone (PCRZ) is to be turned into a car park for a private business Peninsula Searoad Transport Pty Ltd, with the zoning changed to accommodate this. We consider that alternatives to new permanent car parks on the foreshore should be explored.

Section 3.1.8: of the Victorian Coastal Council's publication 'Siting & Design Guidelines for Structures on the Victorian Coast' states

"Development should be located to utilise existing roads and car parks.

For any major new development projects, strategies catering for increases in traffic and car parking demand must be provided as part of the project. Alternatives to new permanent car parks on the foreshore should be explored.

Car parks and roads should be minimised in sensitive coastal environments."

Reference: Siting & Design Guidelines for Structures on the Victorian Coast. May 1998. Victorian Coastal Council, Section 3.1.8: Vehicular Traffic Implications.

Over a number of years Peninsula Searoad Transport Pty Ltd has had a disregard for DSE and local government policies – protected foreshore vegetation has been cleared without permission, and vegetation squashed and lost when cars are repeatedly parked on top of it.

Peninsula Searoad Transport Pty Ltd apparently also has a disregard for its own Implementation Plans:

One such cleared area is labeled on the Queenscliff Ferry Terminal Implementation Plan 2010 as a Group Assembly area (ID 2) – an area where passengers and groups can safely gather. On-site it is clearly signposted as an Assembly Area. However the reality is that this area is currently being used as a parking area despite the description in the Implementation Plan clearly stating **"Not to be used for passenger or staff car parking."**

There is little to give us confidence that Peninsula Searoad Transport Pty Ltd will not encroach on expanded boundaries in the future and continue to have disregard for its own Implementation Plans.

Amendment c23 will incorporate the Queenscliff Ferry Terminal Implementation Plan 2010 into Clause 81.01 and the Queenscliff Ferry Terminal Native Vegetation Precinct Plan into Clause 52.16 and Clause 81.01 of the Queenscliffe Planning Scheme.

Figure 1 in the Queenscliff Ferry Terminal Native Vegetation Precinct Plan 2010 indicates that the Plan applies to not just the Ferry Terminal leased area, but all the foreshore land between the Ferry Terminal and the Queenscliff Pier. The Plan is light in substance. The native vegetation to be protected is not accurately described in Section 3.0. Table 1, where only one Ecological Vegetation Class EVC 879 Coastal Dune Grassland has been identified as present.

EVC 879 Coastal Dune Grassland is described as *"Consists of grasses and halophytes (succulents) that colonise the foredunes of ocean beaches. Soils are siliceous sands that have a very low humus content."*

Reference: Native Vegetation Coastal Scrubs, Grasslands and Woodlands. DSE.

www.dse.vic.gov.au

The Queenscliff Ferry Terminal Native Vegetation Precinct Plan 2010 fails to identify and list in Section 3.0 Table 1 the presence of EVC 160 Coastal Dune Scrub which is located adjacent to the Coastal Dune Grassland. This significant area of vegetation is a mix of shrubs, herbs, graminoids, scramblers and climbers that form a closed scrub to about 3 m tall.

EVC 160 Coastal Dune Scrub is described: *"Coastal Dune Scrub occupies the secondary dunes along ocean and bay beaches and lake shores. Closed scrub to 3 m tall with occasional emergent trees on siliceous and calcareous sands that are subject to high levels of saltspray and continuous disturbance from onshore winds."*

Reference: Native Vegetation Coastal Scrubs, Grasslands and Woodlands. DSE.

www.dse.vic.gov.au

This omission is of great concern, given that EVC 160 should be a major focus of the proposed vegetation compensation works as indicated in figure 2 on page 4 of the Queenscliff Ferry Terminal Native Vegetation Precinct Plan.

In Section 5.0 Table 4 of the Plan, the consultant has calculated the Gain Target (Habitat hectare) offsets to be achieved. As an EVC Benchmark for EVC 879 in the Otway Plain Bioregion has not yet been published by DSE, BCN queries how the consultant has derived the Gain Target (Habitat hectare) offset scores to be achieved.

BCN is surprised that Parks Victoria, who are the land manager of the bulk of this foreshore area, has not taken the lead in preparing a detailed vegetation management plan for this foreshore area, choosing instead to rely on a Plan produced for Peninsula Searoad Transport Pty Ltd who have in the past shown disregard for the protection of native vegetation in and abutting its boundary.

BCN is concerned that the title of the plan 'Queenscliff Ferry Terminal Native Vegetation Precinct Plan' will be misleading to the general public's perception of who is responsible for this foreshore area, given that the private Ferry Terminal is but a small section of what is mainly public foreshore.

Section 7 of the Queenscliff Ferry Terminal Native Precinct Plan states that the vegetation compensation works will be detailed in a Vegetation Offset Management Plan (VOMP) to be supplied by Peninsula Searoad Transport Pty Ltd.

Section 7 states the VOMP will include

- Measures to control weeds and an annual weed control program; and
- Native vegetation works within Coastal Crown land to achieve a gain equivalent to the vegetation lost. Native vegetation compensation works must be consistent with the relevant EVC for the site and may comprise up to 100% revegetation.

Given that the Queenscliff Ferry Terminal Native Vegetation Precinct Plan supplied by Peninsula Searoad Transport Pty Ltd has failed to identify the presence of a major EVC – EVC 160 Coastal Dune Scrub - BCN are not confident that the VOMP will be accurate or reliable.

Does the failure to identify EVC 160 Coastal Dune Scrub in Section 3.0 Table 1 imply that all compensation works will only occur in the EVC 879 dune grassland areas on the site i.e. the grassland areas closest to the beach? If so, then Figure 2 is also in error as the label appears to span both EVCs.

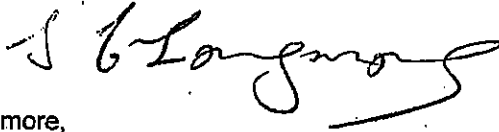
BCN advises that a staged approach to weed removal is necessary to minimise habitat loss and the risk of increased erosion from wind-blown sand when large shrubby weeds are removed.

Correct identification of the Acacias in this area will be required. The indigenous Coast Wattle *Acacia longifolia ssp sophorae* is present and it is thought that the very similar *Acacia longifolia*.

ssp longifolia, an environmental weed may be present, as well as a hybrid or intermediate of the two. BCN suggests seeking positive specimen identification from the Melbourne Herbarium and also clarity from DSE or an ecologist who is very familiar with the indigenous flora of the Bellarine, on whether the hybrid/ intermediate is to be designated as a weed species.

Thank you for the opportunity to submit these comments. We ask for clarification on the issues we have raised.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S Longmore', with a stylized flourish at the end.

Sue Longmore,
Coastal Coordinator,
Bellarine Catchment Network.

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290-18-28

29 MAR 2012

BOROUGH OF
QUEENSCLIFFE

25/3/2012

To Town Planner
& Council
Borough of Queenscliffe

Re: Parking at Ferry Terminal

I believe the issue of parking requirements has already been assessed by the independent Harbour Panel Hearing headed by Cathie McRobert in 2005. This independent Government panel assessed the parking needs of the Ferry and Harbour and I don't believe anything of significance has changed to warrant any further expansion. In addition I have a concern of any change to the custodianship and management of the nearby foreshore and vegetation area.

Hopefully, Council enforces the previous planting and vegetation/landscaping requirements under previous planning applications by the above proposer.

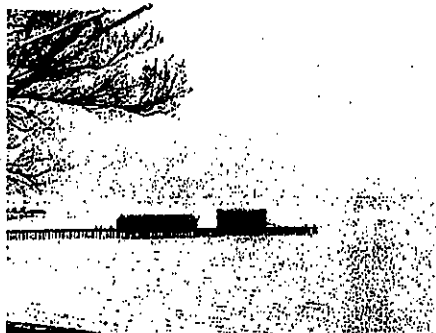
Yours sincerely,

Mr. D. Connolly

P.O. Box 39

Queenscliff

(18)



Queenscliffe Environment Forum Inc.

Reg No A0038066E
52 Hesse Street, Queenscliff Vic 3225
Phone 03 52581817

RECEIVED

2 APR 2012
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BOROUGH OF
QUEENSCLIFFE

2 April 2012

Mayor and Councillors
Queenscliffe Borough Council
P O 93 Queenscliff
Victoria 3225

Attention: General Manager Planning

Dear Councillors & Planner

Proposed Queenscliff Ferry Terminal Planning Scheme Amendment Amendment C23 to the Queenscliffe Planning Scheme, Authorisation A2104

The Queenscliffe Environment Forum (QEF) is a local group whose members have been actively involved in preserving the conservation and heritage values of Queenscliffe and the region over many years. QEF and QCA members have, amongst other things, played a significant part in:

- Saving the Borough from amalgamation on some 3 occasions.
- Saving the former High School site for public open space and from being developed for housing.
- Defeating 4 and 5 storey dwellings from being built on the coastal dunes at Queenscliff on at least 4 occasions at VCAT.
- Defeating a large air strip proposed on Swan Island.
- Promoting the introduction of a Marine National Park at the southern end of Port Phillip Bay.
- Fighting to preserve the heritage buildings and the unique environment of Queenscliffe.
- Planting and revegetating the cliff face along Citizens Park.
- Fighting the introduction/expansion of gaming machines and more liquor licences in the Borough.
- Making Queenscliffe a better place to live.

Consistent with its concern about rezoning crown land The Queenscliffe Environment Forum (QEF) therefore wish to oppose Amendment C23 which has recently been placed on exhibition. This rather complicated Amendment includes an expansion and rezoning of much valued crown land foreshore and beach area adjacent to the ferry terminal and a rezoning of the existing ferry terminal at Queenscliff. Our grounds for opposing the Amendment are initially as listed below but will include additional detail and others matters/concerns should this Amendment proceed to a Hearing.

1. Further Loss of Public Foreshore Land To Private Operators

The Amendment to once again expand the privately sub-leased car ferry terminal onto the adjoining crown land public reserve will result in the permanent loss of an area of Queenscliff's foreshore forever with no compensatory land being proposed for public use. Queenscliff has a magnificent strip of coastline, perhaps the best on the Bellarine Peninsula, we believe it is not in the community interest to effectively privatise more of the foreshore for coastal car parking thereby reducing the availability of the coast/foreshore for visitors and local residents alike when other alternatives exist.

2. No Justification for Proposed Rezoning of Foreshore Land

The QEF are very concerned the Amendment as proposed will increase the existing commercial area at the beach end of the harbour, destroy existing foreshore vegetation and asphalt more of the publicly owned foreshore reserve at Queenscliff. In our view there is no logical reason to rezone the existing ferry terminal area from SUZ1 to SUZ3 and rezone precious foreshore land, currently zoned PCRZ and PPRZ with an accompanying Environmental Significance

Overlay, to a newly created SUZ3 zone. We do not understand why the ferry terminal needs to have a SUZ3 zoning separate from the existing SUZ1 zone that applies to the harbour. We note the Amendment also includes an area extending beyond the beach in the waters adjacent to the port access channel.

The QEF remains suspicious about rezoning any additional crown land in Queenscliff to Special Use Zone. As examples in recent times the creation of Special Use Zones has generally had a detrimental impact on the local community and have been of little benefit to the welfare of Queenscliff as a whole. Special Use Zones have been used to create gambling and extended liquor licencing premises on public land and more recently used as the basis for the new harbour redevelopment which has amongst other things has meant local boat owners could no longer afford to house their boats in the new privatised harbour basins when the wet berth fees were increased many fold. Many have had to flee to cheaper moorings in Swan Bay Basin or remove their boats altogether from the traditional boat harbour moorings at Queenscliff.

3. Proposal Does Not Consider Dynamic Coastal Conditions or the Threat of Climate Change

The Amendment allows the ferry owner to further expand a recently constructed harbour access road and provide additional car parking area to the west, which virtually extends to the beach bank and water's edge, has alarmed many local people. It should be pointed out that the foreshore from South Pier to the Ferry Terminal is quite dynamic and subject to erosion from the sea. During the storms and heavy seas over the weekend of March 24th and 25th this year severe undercutting of the beach bank was experienced resulting in some cars parked at the ferry terminal literally being 10 metres from the collapsing foreshore beach bank. The worst undercutting was along the dunes nearest the ferry terminal. At the very least car parking should be taken back to align with the front of the café/ticket office.

4. Concern with the Public Process to Date

To date little or no consultation has taken place with local Queenscliff residents in respect of the Amendment and revised ferry terminal plan. The QEF feel this plan has been agreed behind the scenes with the proponent (their consultants), Council and various government agencies with little or no real input by the local community. The resolution to seek ministerial approval for the Amendment to be placed on public exhibition was recently pushed through Queenscliff Council on a 3 to 2 vote without anyone really understanding the implications of the plan. At least 2 Councillors have expressed concern in respect of various elements of this proposed Amendment.

5. Extensive Car Parking Already Exists in the Immediate Area – A Reconfiguration of the Existing Terminal Plus Existing Parking in the Harbour and Adjoining Area Should Be Sufficient

The Amendment seeks to create additional and unnecessary car parking for the ferry owner when there are hundreds of car parking spaces already available in the recently constructed new harbor development and adjoining Weeroona Parade.

The ferry terminal already has a large inner hard stand area for their pre journey car parking lanes that are largely vacant for most of the year. A reconfiguration of the inner lanes and existing car parking at the ferry terminal together with existing car parking at the end of the harbour and in Weeroona Parade would provide adequate parking for a few peak times when it's needed throughout the year.

The additional all day, free car parking is largely for car owners who park their cars adjacent to the ferry berth simply to catch the ferry to Sorrento which provides little or no benefit for local residents or traders. Some cars have been observed parking all night in the foreshore car park, which is not a desirable outcome. As far as we are aware no such dedicated free all day car parking is provided on the beach or at the terminal at Sorrento for ferry traffic. The concern is that additional car parking will only encourage more cars on our foreshore and more foot traffic on the ferry to go shopping and the like in Sorrento.

Cars picking up passengers at Queenscliff should continue to use the existing public car parking at the ferry terminal or the recently constructed extensive car parking nearby in the Queenscliff Harbour precinct. Buses should be able to use the existing designated bus pick up area at the nearby harbour for both ferry and harbour users, thereby avoiding the need to replicate bus facilities.

6. No Landscaping or Revegetation Works on the Existing Ferry Terminal Site

The QEF are particularly concerned with the poor record the ferry operator has for landscaping and improving the environment of the current ferry terminal site. Despite previous efforts to have them beautify the entrance to the town it remains almost devoid of vegetation and one is left to question why approvals should be given to extend their area and allow them to destroy more of the existing foreshore vegetation when they have made no attempt to landscape and

beautify their existing terminal as a key entrance into the township. QEF is unaware of any landscaping plan as part of the Amendment for Council or the local community to make comment on.

7. Proposals will Result In Significant Environmental Destruction

Amongst other things the proposed Amendment seeks a further expansion of the recently constructed road access to the ferry terminal and Queenscliffe Council's also has a plan to create new pathways/board walks through the existing coastal vegetation resulting in more destruction of the foreshore vegetation. The result of all these proposed new works will be significant environmental destruction, loss of habitat and shelter for wild seabirds and the removal of significant vegetation that has grown on the foreshore reserve over the past 25 years. We note the proponent (with extensive resources) has done the usual thing and hired a high powered Melbourne based consultant(s) to demonstrate the foreshore has no cultural and environmental significance to the community when the reality is that many local people use the beach and foreshore track extensively.

8. Proposed VOMP for the Foreshore Between South Pier and the Ferry Terminal

As indicated above the QEF are not supportive of the proposal to extend the terminal layout and the construction of a new traffic lane on the foreshore due to unacceptable impacts on mature native vegetation to the south. The proposal to compensate for the loss of the foreshore land with unspecified improvements to the adjacent foreshore is in our view vague and unsatisfactory and a major concern to the QEF. Given the ferry operator's past poor track record with revegetation and landscaping on their current site we do not believe that the proposed VOMP, covering all neighbouring foreshore vegetation, should be left in the hands of the operator and their consultants. We believe there should be an independent assessment (with local expert involvement) of the foreshore vegetation between the Pier and Ferry Terminal to determine what action, if any, needs to be undertaken to improve the management of the area.

9. Proposal is Contrary to Queenscliff Planning Scheme and State Policies Relating to the Coastline and Represents Poor Coastal Planning

The QEF also believes the proposed redevelopment, which is essentially about expanding road/laneways and car parking for ferry operations on foreshore crown land is contrary to many aspects of the Queenscliff Planning Scheme relating to preservation of our foreshores and State policies including provisions contained in the Victorian Coastal Strategy. It is also not consistent with preserving the foreshore for all Victorians rather than hiving off sections for exclusive use by private operators. We are not supportive of the changes proposed to the Planning Scheme by this Amendment and the loss of third party rights for future developments that follow from the Amendment.

10. Little Community Benefit From Proposed Amendment

Whilst the proposed redevelopment will no doubt benefit the owner of the ferry terminal it would appear to have little benefit for the broader Queenscliffe community given the impact on the conservation values, the potential loss of natural and exotic vegetation along the foreshore, the loss of open space and of landscape values (visually the foreshore is very pleasing to the eye as one enters the township by sea) and with little access by the community - this is essentially a private ferry terminal much of which is generally not accessible to the public.

The QEF believe the Amendment, which has a number of aspects to it and is quite complicated for the general public to understand, will result in an unsatisfactory environmental outcome for such an important area and comes at a time when we should be preserving all our green corridors and foreshores not destroying them. A recent survey of beach users has indicated that part of the appeal of tourist towns like Queenscliff is the undeveloped nature of the foreshore - the last thing tourists want is to be confronted with is urban style car parks on the beach front.

The QEF is not convinced with arguments put forward that an expansion of an asphalt car park will increase the economic and tourism potential of Queenscliff and believe this, like most recent development proposals in the Queenscliffe region, will not materialize in terms of any ongoing increased employment and wider benefits to the community. We believe it is important that the Government and Council show their environmental credentials and over turn this ill thought out proposal.

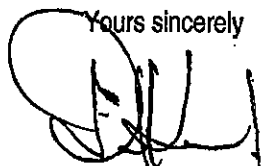
QEF would be happy to speak about these issues above and other concerns we have with this proposal should a future Planning Panel Hearing be established to address the Amendment.

Could you please send any return correspondence directly to me at the address below:

David Kenwood
Queenscliffe Environment Forum

73, Learmonth Street, Queenscliff, Vic 3225
Telephone 0352470207 (work) or 0352583360 (home)
Email dkenwood@hotmail.com

Yours sincerely

A handwritten signature in black ink, appearing to be 'DK', enclosed within a large, loopy circular flourish.

David Kenwood
Chairperson

Mayor, Councillors & Planning Officer
Borough of Queenscliffe

21 Peterho Blvd., RECEIVED
Point Lonsdale 3225

2 APR 2012

BOROUGH OF
QUEENSCLIFFE

Re : Proposed Queenscliff Ferry Terminal Planning Scheme Amentment C23 to the Queenscliffe Planning Scheme

The public foreshore land requested by Searoad Ferries for extended road widening and car parking is presently zoned PCRZ and PPRZ and covered by an Environmental Significance Overlay. This fragile area should remain with this protection and not be rezoned to a Special Use Zone 3 with a permit exemption for infrastructure and works.

This rezoning in itself is confusing to many residents as little consultation and explanation has come from Council. Questions we ask are why is this rezoning necessary and why with permit exemptions for infrastructure and works? Will there be further commercialisation in this area? Why is it necessary to extend the café building when there are numerous eateries in the harbour shops? Why the potential loading bay? How far off-shore does the rezoning extend? Will there be increases in the number of ferry vessels with further dredging costs to taxpayers? These are all questions that need answers.

Extending the ferry car parks which are mainly used by foot passengers' cars while they spend their money elsewhere across the bay, contrary to Searoad's claims, does little for Queenscliff's economy. Shops in Hesse Street are already suffering from another shopping precinct at the harbour.

Providing more car parks at the ferry terminal will encourage more people to leave their cars there, at times overnight, and travel as foot passengers. Many complain about the high cost of taking their cars on the ferry, even babies, they say do not travel free. Foot passengers could be directed to use the many all day car parks on both sides of Weeroona Parade. Walking to and from car parks is common now in most towns and we have a pleasant, sheltered, unsealed path (which hopefully will be retained) to the terminal. Adequate disabled car parks or drop off points must be provided closer to the ferry.

Searoads advertises entertainment activities on board the ferries solely for entertainment. Open space public foreshore land should not be sacrificed for a private entertainment venue's car parking.

Presently, Searoad's car parking at the terminal appears ad hoc and unstructured with cars facing in various directions, some appear to be staff cars. A redesign and better supervision of the existing area, a smaller, redesigned ticketing building and negotiations with the harbour for some use of their still expanding car parks, would solve Searoad's parking problems without any take over of this fragile coastal reserve and the further spread of ugly car parks, signage and hard surfaces which now blight the water vistas at both entrances to Queenscliff.

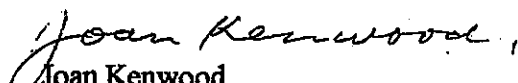
It seems incredible that Searoad's request for a rezone of a strip of vegetated, foreshore reserve to widen a relatively new road was passed by Council. At the time of the harbour redevelopment, the community was assured by the State Planning Minister of the day, that there would be no further development or loss of vegetation on the foreshore beyond that new road. Council appears to have completely ignored the Queenscliffe Planning Scheme's objectives *To minimise the impact of development on the Port Phillip Bay and Swan Bay environments*, and the policies put forward in the State Government's Victorian Coastal Strategy.

The requested areas of public land are examples of local plant colonisation and are already habitat for wildlife. Healthy species of maturing Bearded Heath (important bird food) and Tea Tree as well as grasses such as Spinifex and some exotic grasses are stabilizing this fragile developing ecosystem. Any major disturbance is likely to cause wind erosion and should be prohibited.

Searoad Ferries should not be given control of the foreshore from the pier to the terminal for their offset revegetation, if the rezoning does eventuate. An independent person/consultancy should be the management body. Since the installation of the ferry terminal no landscaping or revegetation has been undertaken by the ferry operators even though it was a condition of the original permit.

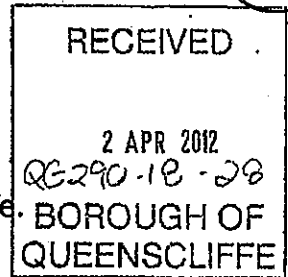
It is very evident that the shoreline immediately in front of the ferry car park is being eroded by wave action. Erosion is also taking away the southern shoreline of man-made Sand Island – further evidence that this whole area is very vulnerable to erosion and changing shorelines. Added to this is the effects of climate change with storm surges etc Council and Planners would be very unwise to agree to rezoning any of this area for further major development and destruction of vegetation.

Thank you for the opportunity to have input into this important issue.


Joan Kenwood
Ph. 5258338

2/04/12

To: The General Manager of Planning and Infra structure,
Mayor and councilors, and the Senior Planner, Borough of Queenscliffe.
Subject: Amendment C23 to the Queenscliff Planning Scheme.



I do not support further car parking on the foreshore and the changes to the RDZ1 to accommodate a queuing lane for the ferry. In the panel hearing for the SUZ1 Queenscliff harbour we were assured that no further parking would be required in this area.

I also object to the proposed changes to the SUZ1 Queenscliff Harbour and the implementation of the SUZ3 for the Queenscliff ferry terminal and its operator Peninsula Searoad Transport.

Under clause 21.03 KEY INFLUENCES of the Municipal strategic statement the following statement is made under:

The natural environment

"The high quality and international significance of its natural environment is a key feature of the Borough, which deserves protection for its own sake. The Borough as a major custodian of the natural heritage has an important role to play in protecting the environment and also in supporting community initiated environment and conservation action. The environment is also a significant tourism attraction, as such the protection and enhancement of this asset is important for the economic survival of the Borough."

CLAUSE 21.03 PAGE 2 OF 3

I fail to see how the proposed C23 Amendment meets this requirement of the Queenscliffe Planning Scheme. How does the remove of native vegetation and the increase in car parking so that people can go to Sorrento to spend their money, support this section of Clause 21.03?

21.05 - IMPLEMENTATION Strategies

The strategies for achieving the objectives include:

- evaluate the impact of development proposals on acknowledged environmental and urban character values with the aim of avoiding inappropriate uses and development;
- support the appropriate redevelopment of Queenscliff Harbour to service marine and harbour based activities in a manner that complements town centre retail and commercial facilities

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.05 PAGE 1

I fail to see how expanding car parking on the foreshore and increasing development in the ferry terminal area meets either of the both objectives of clause 21.05

I do not support the removal of the Queenscliff ferry terminal from the SUZ1 of the Queenscliff harbour. The ferry terminal is an integral part of the Queenscliff Harbour zone and therefore should remain within the requirements of that zone. This will maintain the same controls over the whole area.

I also question the area between the Queenscliff pier and the ferry terminal being used as an offset area for the proposed loss of vegetation for parking. This area is currently stabilized by the existing vegetation and any loss of this could dramatically increase erosion which could put the existing road at risk.

The following was taken from Queenscliff Ferry NVPP_30Aug10_Final.doc

'As part of this agreement works will be detailed in a VOMP to be supplied by Peninsula Searoad Transport Pty Ltd. This plan will detail all vegetation compensation works and will include:

Native vegetation compensation works must be consistent with the relevant EVC for the site and may comprise up to 100% revegetation'

The above extract from the NVPP suggests the '...site may comprise up to 100% revegetation.'! (the ! is my emphasis)

If the offset process was to be approved then a consultant for the proposed re-vegetation should be selected independently and not by the ferry operator. The consultant will need to have a knowledge and understanding of the impact of climate change on fore shore areas and the re-colonization process that vegetation goes through on a site created by a man made structure eg The extension of the cut to accommodate the Queenscliff harbour and the ferry terminal facilities. Sue Longmore Project Officer of the Bellarine Catchment Network has written on this subject and it would be appropriate to at least consult this work before revegetating the sit up to 100%!

The rest of the community including the local businesses have to deal with the lack of enough parking during peak periods so why should the Peninsula Searoad Transport be given additional parking. It would appear that the need for this parking is to allow people to go to Sorrento and spend their money and then return. What have we gained from this and what will we gain from extending it; the loss of foreshore vegetation and money that might have been spent in the Borough?

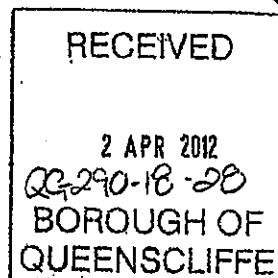
Say no to the creation of Amendment C23 to the Queenscliff Planning Scheme for the Queenscliff ferry (Peninsula Searoad Transport). This would protect the foreshore and help keep the tourist dollars in the Borough.

Yours sincerely,



C. Johnson, 66 Gellibrand St, Queenscliff. 3225.30/3/12

21



To Mayor and Couoncillors,
Borough of Queenscliffe
1/4/ 2012

Some brief comments from Joan Lindros on Amendment C23 Queenscliff Ferry terminal upgrade. I write as a business operator in Queenscliff and a strong supporter of the protection of the values of Queenscliff, which contribute to the town being an attractive and pleasant place to live, work and enjoy life in as well as good to conduct a business.

The delivery of a large piece of public foreshore land with valuable dune vegetation on it (free of charge) is unacceptable. Queenscliff is attractive to visitors because of our parklands and wide and beautiful beaches, as well as the heritage and historic values in the built environment. Each bad decision removes some value from the whole.

I view the construction of a large car park on the foreshore and the removal of coastal dune vegetation as an exceedingly bad proposal with significant loss of visual amenity and landscape values, and an overall reduction in the quality of the local facilities.

It appears that the car parking at the ferry terminal is not for visitors arriving at Queenscliff but only for visitors departing to Sorrento. I do not believe that this adds anything to our town as we see cars driving through the town and then car parking on our very special foreshore. It is preferable for visitors to stop and enjoy Queenscliff rather than use our town for a car park

The vegetation and the birdlife which inhabit the area are a valuable asset and environmentally and morphologically significant. Queenscliff is fortunate to have wide expanses of beach and a fascinating dune vegetation. It is important to protect our environmental and landscape assets, which once lost cannot be recovered.

It is concerning that the net gain solution to the proposed vegetation clearance will in fact give the ferry operators control of a further large area of public dune land between the ferry and the pier. This is unsatisfactory in the extreme and exceedingly imprudent. There will be no accountability in the management of the area and a potential for future exploitation. Already the ferry consultant has underestimated the value of the dune vegetation by not recognizing the complexity and range of the EVC's. We have no confidence in management which does not have the basic information correct.

The ferry operator has illegally cleared dune vegetation in the past. This has visually degraded the terminal, and an extra and very large car park will further detract from what should be an attractive arrival at Queenscliff and a pleasant beach to enjoy..

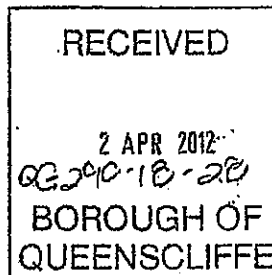
I wish to submit a more detailed submission at any future hearing

Yours sincerely

Joan Lindros

Jo Lindros
5 & Hesse St
Q'cliff

22



David Kenwood
73 Learmonth Street
Queenscliff Vic 3225

Mayor & Councillors

Queenscliff Council

PO Box 93 Queenscliff 3225

Attention: General Manager Planning

Amendment C23 to the Queenscliffe Planning Scheme

As a long-time resident and ratepayer who regularly uses the beach and foreshore between the Pier and Ferry Terminal in Queenscliff I write to express my concern and opposition to the proposed C23 Amendment. Some of my concerns are listed below:

- Queenscliffers will lose more foreshore crown land simply for another ugly asphalt car park for free car parking by ferry users heading to Sorrento and beyond.
- The rezoning represents poor planning given the dynamic nature of the coastline, especially in this area. Much of this coastline may not exist in years to come.
- I am especially concerned with the proposal to allow the proponent and their consultants to determine the future of a large expanse of foreshore vegetation adjacent to the ferry terminal.
- More car parking could be achieved by better utilising existing car parking and a reconfiguration of the existing ferry terminal layout.
- I do not understand why the land and waters in and around at the Ferry Terminal need a new SUZ3 zone.
- I do not recall seeing any landscaping plan as part of the Amendment.

Yours sincerely

A handwritten signature in black ink, appearing to be "DK" or "DKW" with a large circular flourish at the start.

David Kenwood

GEEELONG ENVIRONMENT COUNCIL Inc.

TELEPHONE: 0417 100 206, 5258 1817, PHONE/FAX: 5244 2920

CORRESPONDENCE TO: PO BOX 771, BELMONT, VIC., 3216

EMAIL: geeinc@bigpond.com WEB: www.geelongenvironment.org.au

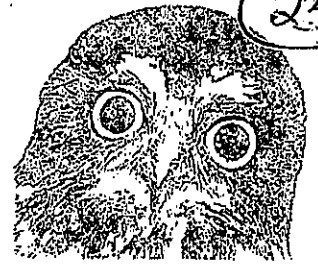
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BOROUGH OF

QUEENSLIFF



Geelong Environment Council Submission to Amendment C31, Queenscliff Ferry Terminal Upgrade

This issue has been discussed at the GEC Committee with unanimous opposition expressed to the removal of Coastal Dune Vegetation adjacent to the Ferry Terminal.

This proposal does not comply with the Coastal Council Sighting and Guidelines for Structures on the Victorian Coast

Also

The presence of an Environmental Significance Overlay and PCRZ zoning should preclude this proposal being considered. We point out that zoning and overlays are subject to significant public consultation in the Planning Scheme process and must therefore not be lightly discarded. A further planning requirement is the protection of native vegetation with the principle of "avoid, and if impossible, minimize any removal. Of vegetation"

Points of opposition include the following

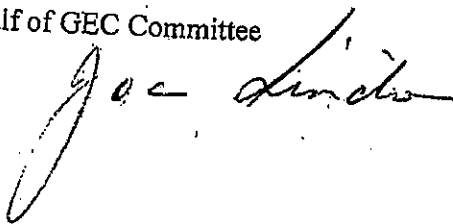
- Loss of public foreshore and the effective transference of public land to a private operator. This is unacceptable
- Removal of native vegetation from the dune system to develop a large foreshore hard surface car park. The beauty of the Queenscliff front beach must surely be its expanse, depth and the unique strip of dune vegetation giving wide and interesting vistas.
- The fact that there is no benefit for Queenscliff in this development, as the car park will be used for mainly for day trippers from outside the town who travel to Sorrento for a day's outing or shopping.
- The car park will not add to the landscape attractiveness of the town or the general amenity. We ask Councillors to contrast the foreshore of Sorrento at the Ferry Terminal (no large car-parks visible and an attractive beach in the background) with the proposal for Queenscliff with at least 139 car parks in an asphalt setting, and a large expanse of harbour buildings, together presenting an industrial viewscape. The seaside arrival at Queenscliff will be badly degraded.
- We believe the existing car park could be better configured and managed and so reduce the need for a massive parking area in the sensitive foreshore area. It is recognized that facilities on the coast cannot be constructed to satisfy the needs of the few extraordinarily busy days of the year, eg Boxing Day or Easter Day.
- The Ferry company has previously illegally removed vegetation and enlarged its car park. This should ring warning bells to Council regarding future operations.
- Council should recognize the value of the dune vegetation and its beauty (in fact the attractive photo on the front of the Ferry terminal NVPP document should ensure its protection) Queenscliff is fortunate in having such a vitally interesting coastal area where sand accretion has accrued. We quote N Rosengren 1998 "The

site is important to demonstrate that sand moves into Port Phillip Bay and accumulates on the western side of the entrance. - - It is one of the few sites in the Bay where rapid sand accretion has occurred in recent decades and where the morphology of developing foredune can be studied - - Development on or reclamation of the beach shore and dune areas should not proceed past the present limit" GEC urges management to view this land as attractive and scientifically interesting and not as a recently acquired piece of free land available to be developed. There is a wide range of plant species within the two EVC's and 44 species of birds recorded in the dunes.

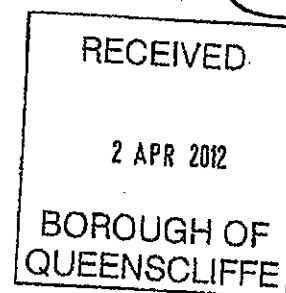
- The VNPP did not identify that there are 2 EVC's within the vegetation on the dune area. This indicates a lack of understanding of the complexity and value of the vegetation. GEC is totally opposed to the net gain principle being satisfied by weeding and/or maintaining the remainder of the public foreshore and dune system. This area of important foreshore (public land) as far as the pier must not be passed to the Ferry Operator to manage. Parks Victoria is the appropriate manager of the land, with assistance of a 'Friends Group' if appropriate. We saw no net gain from the previous ferry car parks and no careful management of vegetation. This proposal is not acceptable. The offset plan will not replace vegetation lost nor can the privatization of the public land be replaced.
- GEC opposes the use of public land for an increase in road area. We suggest that if the road is considered to be so congested and the car parking so difficult, that Council should not enlarge the car park but encourage public transport to the ferry from the town centre. This would ensure that more of the visitors would go to the ferry from the town and provide more tourists to Queenscliff instead of Queenscliff being no more than a launching place for a shopping day in Sorrento.

GEC appreciates the opportunity to contribute to the discussion and wishes to be heard at any future hearing.

Joan Lindros
On behalf of GEC Committee



(24)



4 Beach Close
POINT LONSDALE 3225

General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSCLIFF VIC 3225

30 March 2012

Dear Sir/Madam,

I object to the proposal to extend parking for the ferry terminal along the dune area at Queenscliff.

Car access to the ferry terminal is more than adequate and if anything needs improving it is pedestrian access from the harbour.

I am a regular user of the ferry and the cafe. The ferry terminal is in a great location surrounded by sea and sand. I often use the walking track that leads to the terminal and enjoy walking along this area. When I do drive to the terminal I either park in the existing parking area or, if there is no space here, park in Weeroona Parade and enjoy the walk along the path.

As a family we often ride our bikes around the harbour to the ferry terminal, but find it difficult to cross from the harbour to the ferry terminal and link up with the walking track. I believe that pedestrian access in this area needs to be improved rather than car access.

I know that there are arguments that this dunal area is not original, and that it is full of weeds. There are many areas in the Borough that are infested with environmental weeds but this can be remedied with ongoing work. Much of the coastline around Point Lonsdale and Queenscliff has been influenced by human habitation and as the sand has built up here in response to other changes that have been made to this area, it should remain accessible by the public.

Pedestrian access from the ferry terminal into Queenscliff is more attractive than that at Sorrento, and this should be enhanced to encourage visitors to our area. Increasing convenient parking at the ferry terminal will make it more attractive for people to travel to Sorrento and make it less attractive for visitors from Sorrento to visit our side of the Heads.

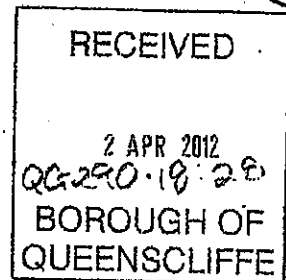
I urge to you not to jeopardise the natural beauty of this area by increasing parking in this area. There is nothing attractive about a large car park, and I would be sorry if visitors were to find this a less attractive and accessible place to visit for the sake of convenience for drivers.

Yours faithfully,
Felicity Thyer

(25)

Monday, April 1, 2012

General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSCLIFF VIC 3225



re: **Planning Scheme Amendment c23**

We write to register support for the proposal to amend the Borough of Queenscliffe Planning Scheme to allow the redevelopment of the area occupied by the Peninsula Seaward Ferry Terminal.

From observation and personal experience we have long been concerned about the substandard and haphazard parking arrangements and the very poor access to the town from the ferry terminal. Altogether, this important entrance to the town is in urgent need of attention.

As full time residents of the town we visit the Ferry Terminal precinct every day, by foot and/or bicycle and occasionally by car. We often use the ferry service, and frequently need to park near the terminal. When hosting visitors to the region, from Victoria, interstate and overseas we like to show the features of the local beaches and coastline, and find the area at the end of Wharf Street an embarrassment.

Having grown up in Queenscliff, or been a frequent visitor since childhood before permanently settling here, we are familiar with the history of the area around the ferry terminal. This sandy strip was not reclaimed but rather has been caused by tidal and wind action. It did not exist 40 years ago, when the beach front was at least 400 metres away, near the current location of Weerona parade. It has developed over the 70+ years since the construction of the 'Cut' linking Swan Bay to Port Phillip.

Gradually vegetation has taken root and stabilised the sand dunes. The vegetation in the proposed parking area is primarily environmental weeds and coastal dune grasses. Trees and scrub in the area include few locally indigenous species, and are dominated by a rampant wattle which was not originally endemic to the area. This latter growth will be unaffected by the proposed development.

As well as giving a poor view of the entrance to Queenscliff, the current arrangements do not encourage the resident or visitor to appreciate the features adjacent to the ferry terminal. Foot access is either along an uneven and dusty (or sodden) sand track, or along the roadway, as there is no continuous formed footway from the ferry terminal to the town; signage is inconsistent and in some cases, outdated. The Maritime Museum, the Harbour and the parklands between the ferry and the town centre can not be fully appreciated when access is so poor. Furthermore, the route from the ferry to the town centre and to the attractions along the way is quite daunting for people with a disability, the elderly, families with young children, and able bodied pedestrians with luggage.

The Borough has recently expended considerable funds on the upgrade of Thwaites Walk, the park fencing and especially the installation of the 'Art Walk'. It is imperative that the ferry entrance is similarly enhanced, both visually and physically. On completion of the proposed works we will once again be able to take pride in our town.

We look forward to an early resolution of the planning amendment and to the completion of works.

Yours faithfully

Mary Grundy
21 Bethune Street
5258 3113

Martin Grundy
21 Bethune Street
5258 3113

Mary Grundy
21 Bethune Street
0448 169 963

Jennifer Gilbert
4 Swanston Street
0417 314 641
swanston4@bigpond.com

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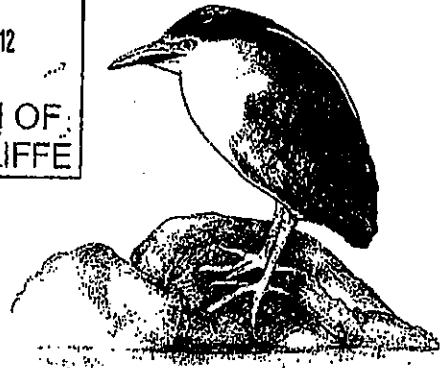
2 APR 2012

BOROUGH OF
QUEENSLIFFE

FRIENDS OF BUCKLEY FALLS

TELEPHONE & FACSIMILE: 5243 8833

CORRESPONDENCE: PO BOX 771, BELMONT, VICTORIA 3216



To Queenscliffe Mayor and Councillors,
General Manager of Planning and Infrastructure

Re Amendment C 23. Queenscliff Ferry terminal Upgrade

1/3/2012

Dear Councillors,

A number of the members of the Friends of Buckley Falls (FOBF) have worked with the Queenscliffe Environment Forum at revegetation on the cliff face and the indigenous garden beds in Citizens Park. The aim has been and is to restore native vegetation in these areas to increase the biodiversity, and to make attractive plantings of local species to illustrate the beauty of our native flora

We have become aware of an amendment to the Queenscliffe Planning Scheme to develop an enlarged car park at the ferry terminal to cater for car parking for the tourists visiting Sorrento.

FOBF wish to object to this proposal, it seems ludicrous to be re-planting and weeding coastal and cliff vegetation in one location and removing native ecosystems on the same beach just several hundred of meters away, with no replacement land available.

The coastal dune vegetation consists of two EVC's, Coastal Dune Grassland and Coastal Dune Scrub. The vegetation includes approximately 20 coastal species, three of which are regionally significant. 44 bird species have been recorded in the dune vegetation. It can be seen the native vegetation in the dune is not only valuable but is an interesting example of an accreting beach.

The land has an 'Environmentally Significance Overlay' on it indicating that its values should not be lost to a car park.

While working on the cliff face and Citizens Park the views around the shoreline are magnificent. The attractiveness of the sweep of the beach must not be lost by the construction of a 'supermarket' style of car park.

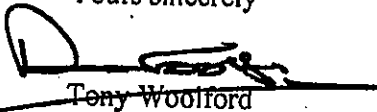
FOBF has supported the general concept of net gain if removal of native vegetation cannot be avoided. The proposed net gain in the ferry development is most unsatisfactory, with weeding not being an acceptable or suitable replacement for a significant loss of vegetated dune. Significant net loss will eventuate if this proposal proceeds.

Parks Victoria is the manager of the coastal public land and must remain so.
Management must not be handed to a private operator.

Finally FOBF is totally opposed to the sale or lease or otherwise disposal of public land and open space to a private business. This is particularly unacceptable when the land is a public dune and foreshore coastal area..

Thank you for the opportunity to comment.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tony Woolford', is written over a horizontal line.

Convener of Friends of Buckley Falls

27

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2 APR 2012

BOROUGH OF
QUEENSLIFFE

Submission re the Planning process for Car Parking at the Queenscliff Ferry

Register Approval for Development of Parking at the Queenscliff Ferry Terminal

I write to register my approval for the Queenscliff parking development proposal. The business is already there and operating well with enthusiastic Management tuned to Tourism in Victoria.

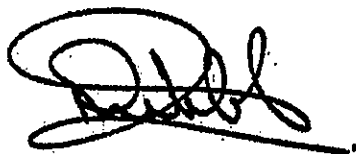
There were many who objected to the Development of the Harbor and I must say how silly these objections now seem. We have now very good facilities to satisfy Tourism to the area.

The workings of the Queenscliff Ferry has been good for years, we now have a first class CEO in Matt Macdonald who is further trying to improve the experience for real Tourists who use the ferry. We are attracting, and need to further this attraction, of Tourists both for the day or as travelers to the Great Ocean Road and those spending more money within businesses in and around Queenscliff and Sorrento.

It is interesting to note how well Sorrento is positioned and how well it looks, despite a lack of parking; compared to the Queenscliff end which leaves a lot to be desired in terms of both presentation and facilities in terms of parking. We need to lift our game and position the gateway of Queenscliff to be a viable and attractive location to visit or pass through. It will elicit more business for the Borough and make it more pleasant to use the parking, which is currently inferior and a blight on the Tourism infrastructure of the area. It has the potential to earn revenue for the Council.

It is important to note this is not a development which is speculative it merely responds to the needs of the current volume of Tourism. It just makes the presentation and the reality of using the Ferry a second rate experience, much like the previous harbor presentation.

Regards



Richard Webb of 4 Waterview Close Queenscliff.

(28)

Anne Treble

From: Robert Fuller <robert.fuller@deakin.edu.au>
Sent: Monday, 2 April 2012 8:13 PM
To: Info
Subject: For the General Manager Planning & Infrastructure

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3 APR 2012

BOROUGH OF
QUEENSCLIFFE

Dear Sir/Madam

I would like to voice my opposition to the proposal to rezone land adjacent to Queenscliff ferry terminal for additional parking. My opposition to the rezoning is based on the following concerns.

1. The proposal is effectively transferring public land to the ferry company for its use
2. The ferry operator has demonstrated complete contempt for the community in the past by removing vegetation to expand their car park without a permit. Why should someone who ignores the planning scheme when it suits them be rewarded with more land?
3. Vegetation, green space and biodiversity loses out once again! Once lost to bitumen, the area will never be returned to a green space. This process is continuous and seems to have no limits. People come to Queenscliff for views of water, beaches, the natural environment and a built environment with history. We are slowly but surely losing these characteristics.
4. There are plenty of exiting areas on which to park cars. People will just need to leave time to walk a little further to the ferry.

I urge you to take a stand on this issue, reject the application and be applauded by residents.

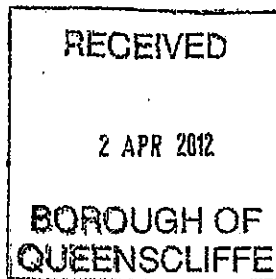
Yours faithfully

Bob Fuller
26 Stevens Street
Queenscliff
ph. 5258 1897

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<http://www.hewstoneit.com.au>



QG290. 18. 28

(29)

A. McKenzie
2 Queenspoint Crescent
Queenscliff Vic. 3225
2.4.2012

General Manager Planning & Infrastructure,
Borough of Queenscliffe,

RE AMENDMENT C23.

I do not object to the excision of the RDZ1 area from the PPRZ Zone, as shown; or the excisions to allow the creation of a separate SUZ 3 Zone, specifically for the Car Ferry.

However, the Amendment states that the Special Use Zone exempts specific buildings and works from need for a planning permit. I do not believe this should be accepted. The Proper Authority must have the Right to Approve works and structures before they are created! The local community representatives must have their say.

Ferry Terminal Native Vegetation Precinct Plan – [2010]

This five hectare area must not be attributed to the Ferry people.

The land proposed for parking (RP1 &2) and the access lane is designated in the SUZ 3 and RDZ1. But the 5 hectare area is not within SUZ 3.

The last statement in 5.0 on page 5 – “If the Offset Plan varies from the offset strategy, proposed changes will need to be to the satisfaction of DSE.”

This statement should also require the satisfaction of the Borough.

Any proposed changes to the vegetation in the area must be approved by the BoQ.

Changes proposing permit exemptions relating to the BoQ must be deleted.

I do not believe the area proposed between the SUZ3 Zone and the Queenscliff Pier should be placed within the name and control of the Ferry Terminal. Planting compensatory material there? Yes. But not have control of the area, or their name on it!

Amendment C23 List of changes to the Queenscliff Planning Scheme.

I refer to and refute the Overlays introducing permit exemptions listed in Clauses 37.01, 42.01 and 42.02 of this section of the proposal. There should be no exemptions of permits to works and buildings.

Respectfully,
a former Councillor.

Alf McKenzie

QUEENSLIFFE MARITIME MUSEUM INC

A0007086T ABN: 11 209 960 897

2 Wharf Street Queenscliff Victoria Australia

PO Box 2 QUEENSLIFF VIC 3225 Phone/Fax 03 5258 3440

Email info@maritimequeenscliff.org.au www.maritimequeenscliff.org.au



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2 APR 2012

BOROUGH OF
QUEENSLIFFE

29 March 2012

Mr Mitch Hodgson
Senior Planner
Borough of Queenscliff
PO Box 93
Queenscliff Vic 3225

Dear Mitch

Queenscliff Planning Scheme**Amendment No C23**

Land affected by the Amendment:

Allotment 7, Section 6A, Township of Queenscliff (Crown Land)

Allotment 7D, Section 6A, Township of Queenscliff (Crown Land)

Wharf Street, East

Allotment 1B2, Section 2B, parish of Paywitt (Crown Land)

The Committee of Management of the Queenscliff Maritime Museum is pleased to support Amendment No C23 to allow for extra car parking facilities at the ferry terminal. Parking at the ferry terminal is currently quite inadequate. People travelling on the ferries are often forced to park over 350 metres away adjacent to the Maritime Museum and in Weeroona Parade. This distance is a concern for the elderly, people with disabilities and families with young children.

Ample land is available adjacent to the terminal. It is not primary dune but land which has been reclaimed over the last 15 years through the development of the harbour and a sea wall. This land is not used by the public as it is uneven, covered in weeds and is in danger of being overtaken by invasive sallow wattle which is a weed in the Borough of Queenscliff.

The use of this land for a car park will be beneficial to tourism in Queenscliff, the landscaping to be undertaken as part of the project will enhance the area and weed control will be of benefit to the adjacent dunes.

The Committee of Management is pleased to support Mr Matt McDonald and Searoad Ferries in the establishment of additional car parking and associated landscaping of the land as mentioned above.

Yours sincerely

Les Irving-Dusting
President

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2. APR 2012

BOROUGH OF
QUEENSCLIFFE

1 April 2012

Mr Lenny Jenner
Chief Executive Officer
Borough of Queenscliffe
PO Box 93
Queenscliff Vic 3225

Dear Lenny

RE: QUEENSCLIFFE PLANNING SCHEME AMENDMENT NO C23

Land affected by the Amendment:

Allotment 7, Section 6A, Township of Queenscliff (Crown Land)

Allotment 7D, Section 6A, Township of Queenscliff (Crown Land)

Wharf Street, East

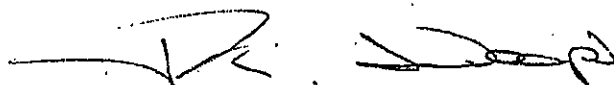
Allotment 1B2, Section 2B, Parish of Paywitt (Crown Land)

We wish to register our support for the amendment of land (as above) adjacent to the ferry terminal to be used for extra car parking facilities. This reclaimed land is currently an unsightly patch of weed covered sand and is of no use for passive recreation.

Tourism is a major contributor to the local economy and the proposed improvements to the land surrounding the ferry terminal will enhance the visitor experience.

The ferry terminal is a gateway to the Borough of Queenscliffe. An upgrade of the parking facilities with associated landscaping and weed control will be a great benefit to visitors and residents alike.

Yours sincerely



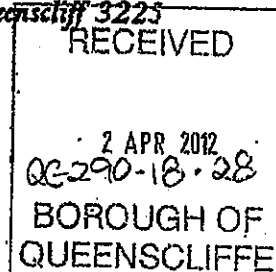
Peter & June Negri
14 Beach Street
Queenscliff Vic 3225



Queenscliffe Community Association Inc.

Reg. No. A00 323 01V
PO Box 19 Queenscliff 3225

1



To: The General Manager of Planning and Infra structure, Mayor and councilors, and the Senior Planner, Borough of Queenscliffe.

Re: Proposed C23 Amendment to the Queenscliffe Planning Scheme for the ferry terminal.

Queenscliffe Community Association rejects Amendment C23 to the Queenscliffe Planning Scheme. The proposed expansion of the ferry terminal at Queenscliff with a new SUZ3, the rezoning of public foreshore land, the expansion of the road reserve for a queuing lane and the proposed vegetation offset between the Queenscliff pier and the ferry terminal to compensate for the loss of vegetation, should not be supported by the Queenscliffe Borough Council.

The QCA lists the following concerns:

- Applying a Special Use Zone to the ferry terminal area which introduces permit exemptions for infra structure and works, raises major concerns- surely lessons have been learnt from the Queenscliff Harbour debarcle which is still on-going.
- The ferry terminal operated by Peninsula Searoad Transport is part of the SUZ1 of the Queenscliff harbour and we believe that removing it from this zone could create development that would be in conflict with the harbour zone. There is also the potential for more retail development which would be in conflict with the commercial area of the main Queenscliff shopping area in Hesse Street.
- Peninsula Searoad Transport have previously ignored the Queenscliffe Planning Scheme and without a permit, removed vegetation to expand car parking.

- Landscaping and re-vegetation works were conditions of the original ferry terminal permit issued some 25 years ago, but none of this work was undertaken, yet council is about to give away precious public foreshore land for their extra car parking and widening of a road for a queuing lane that was only redesigned and constructed when the Queenscliff harbour SUZ1 was implemented.
- Many residents see the foreshore public reserve between the Queenscliff pier and the ferry terminal as a natural, robust example of local vegetation and future wildlife habitat which should not be disturbed, except or some weed control along the unsealed footpath, now a pleasant, sheltered walk to and from the ferry. Any major disturbance will expose the area to erosion. QCA sees no logical reason to rezone precious foreshore land, presently zoned PCRZ and PPRZ and covered by Environmental Significant Overlays 1&2, to a special use zone for a private company. Tax payers already subsidise dredging for the ferry operations and this no doubt will continue for the life of the ferry operation.
- Peninsula Searoad Transport is requesting to remove vegetation including mature trees to widen the road on public land and offset this by funding and re-vegetating the area between the Queenscliff pier and ferry terminal. This is unsatisfactory, given their dismal history regarding foreshore vegetation. The consultant should be selected by DSE or Parks Victoria and have knowledge and expertise in the area of dune and foreshore colonization by vegetation species and an understanding of the impact of climate change on foreshore areas. We are concerned that any large scale removal of vegetation will create the risk of increased erosion. An independent qualified individual/organization e.g. Sue Longmore Project Officer of the Bellarine Catchment Network could be given the consultancy to plan the appropriate management of this area.
- At times last summer Peninsula Searoad Transport had 3 ferries running; this does raise the possibility that there could be even further car parking requests for this foreshore area in the future. This must not be allowed by council.
- Now as visitors enter by road and especially by sea the water front is marred by ugly views of car parking.

- Queenscliff Harbour car parking has the space in their parking area to accommodate Farmers Market stalls. Rather than expecting to take more foreshore public land Peninsula Sea Road Transport should be negotiating with Queenscliff Harbour to utilize areas of their large car parks which are seldom used to capacity.
- Peninsula Sea Road Transport advertises entertainment activities on board their ferries, encouraging visitors to travel to Sorrento and back for those activities. If the ferries are to be used as entertainment venues, council should not be rezoning public land for private enterprise's car parking. QCA strongly believes we should be preserving all our green corridors and foreshore areas.
- We believe a reconfiguration of the existing queuing area and parking would significantly reduce or remove the need for the expansion. It would appear that the need for additional parking is primarily due to the peak holiday period over summer when parking is an issue throughout the Borough of Queenscliffe. We fail to see why further foreshore vegetation should be lost for the exclusive and intermittent use of the ferry terminal. The Siting and Design Guidelines for Structures on the Victorian Coast do not recommend large scale parking on and in foreshore areas.
- It appears Peninsula Searoad Transport staff park their vehicles within the terminal area adding to the pressure for more parking. Many all day spaces are available both sides of Weeroona Parade which could be used by staff. Adequate disabled parking must be available close to the ferry but other foot passengers going to Sorrento should be directed to park in Weeroona Parade. Also Searoad Transport needs to supervise their customers' parking as some cars are parked in the ferry car park over the whole week-end. They are also parked in the area designated as an assemble area. We question whether this is permitted and if not signage needs to be put in place to stop this occurring.

- Has a request to extend parking on the Sorrento side of the ferry operation been made? While it is not part of the Queenscliffe parking issues it begs the question as to how the parking is dealt with. If it is as the QCA suspects additional parking is accommodated off site, as is our recommendation with Weeroona Parade.
- QCA questions whether the existing café has a permit for the outside eating area and why the café needs to be extended when there are other cafes in the harbour precinct. Why is such a large building necessary for car ticketing unless further expansion of the ferry operations is to occur?

MUNICIPAL STRATEGIC STATEMENT: 21.03 KEY INFLUENCES (PAGE 2 OF 3)

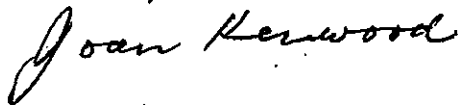
Managing tourism

'Given the importance of tourism to the local economy, this industry should be fostered to ensure continued economic activity. A significant challenge will be to balance appropriately the needs of tourism with those of permanent and temporary residents, the natural environment, built and cultural heritage. The upgrading and expansion of the harbour area with improved amenity and facilities for visitors will be facilitated in a manner that optimises the attraction and functionality of the area without impacting upon nearby residential areas or sensitive environmental assets.'

QCA fails to see how the proposed C23 Amendment to the Queenscliffe Planning Scheme meets the requirement of Clause 21.3 to improve facilities in the Queenscliff Harbour 'without impacting upon...sensitive environmental assets.'

QCA strongly recommends Peninsula Searoad Transport ferry operators leave our foreshore recreational area alone and redesign their existing area within the SUZ1 of the Queenscliff harbour.

Yours sincerely



Joan Kenwood President Queenscliffe Community Association 30/3/12

References

Amendment C23 (2012)

Queenscliffe Planning Scheme (2004)

Siting and Design Guidelines for Structures on the Victorian Coast.
Victorian Coastal Council. 1998.



**Department of
Sustainability and Environment**

33
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4 APR 2012
QG290-18 DB
BOROUGH OF
QUEENSLIFFE

Our ref: SP442779 WD-LA/03/0081
Your ref: C23

2 April 2012

Mr Phil Josipovic
General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSLIFF VIC 3225

State Government Offices
Cnr Fenwick & Little Malop Streets
PO BOX 103
GEELONG VIC 3220
Telephone: 03 5226 4667
Facsimile: 03 5226 4725
ABN 90 719 052 204

Dear Mr Josipovic

Planning Scheme Amendment: C23
Proposal: Queenscliff Ferry Terminal Upgrade

Thank you for your correspondence dated 24 February 2012 and received at this office on 27 February 2012, in respect of Planning Scheme Amendment C23 for the Queenscliff Ferry Terminal area.

The Department of Sustainability and Environment (the department) has reviewed the Amendment and offers comments below. These comments incorporate the views of Parks Victoria.

The department has been consulted in the preparation of this Amendment and supporting documentation in respect of a number of its interests and responsibilities. Briefly these comprise:

- Crown land status, tenure and management
- Coastal policy
- Consent requirements under the *Coastal Management Act 1995* and
- Native vegetation policy.

The department anticipates that a panel hearing may be held to consider submissions on the Amendment and I confirm the department would wish to appear at any such hearing to expand on this letter.

Crown land status, tenure and management

- 1) The proposed use and development provided for by Amendment C23 are located on coastal Crown land. The proponent holds a current lease, issued under the *Land Act 1958*, for the ferry terminal area, comprising the majority of the area affected by the Amendment.
- 2) The current ferry terminal lease area is unreserved Crown land managed directly by the department. Adjoining Crown land comprising the Queenscliff Harbour precinct and the Queenscliff foreshore is temporarily reserved for public purposes and is managed by Parks Victoria as a committee of management under the *Crown land (Reserves) Act 1978*.
- 3) The department has offered in-principle support for the issue of a lease to the proponent in respect of areas affected by the Amendment which are outside the current lease boundary. Parks Victoria has indicated it supports this proposal. Separate to the Amendment, the department and Parks Victoria will consider the appropriate Crown land status and management changes, and Native Title assessment required to facilitate the new lease to Peninsula Searoad Transport over the expanded Queenscliff Ferry Terminal area, in accordance with relevant legislation and at the discretion of the Minister for Environment and Climate Change and the Governor in Council.

Privacy Statement

Any personal information about you or a third party in your correspondence will be protected under the provisions of the *Information Privacy Act 2000*. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Manager Privacy, Department of Sustainability & Environment, PO Box 500, East Melbourne, 3002.



- 4) The department would not propose to commence these actions until after the Amendment was approved.
- 5) The development provided for in the Amendment will also require approval by the public land manager in accordance with the current and any future lease.
- 6) In the department's view matters associated with land status, tenure and management pose no obstacle for the Amendment.

Coastal Policy

- 7) Coastal policy in Victoria is set out in the *Victorian Coastal Strategy 2008* (VCS). It is reflected at Clause 12.02 and elsewhere in the Queenscliffe Planning Scheme.
- 8) The supporting document "*Queenscliff Ferry Terminal Upgrade – Amendment C23 to Queenscliffe Planning Scheme Summary Report*" (AECOM 17 August 2011) documents an extensive consideration of VCS policy relevant to the proposed upgrade.
- 9) Importantly the Summary Report refers to projections for sea level rise, and includes a "*Preliminary Hazard Assessment*" (AECOM 3 September 2010) of the existing sea wall which was constructed to facilitate establishment and protection of the existing ferry terminal facility. This Assessment identifies a notional 50 year service life for new facilities provided for in the Amendment, and reviews implications of sea level rise projections up to that time frame. It considers the adequacy of the existing sea wall under a projected sea level rise of 0.4m by 2060, and outlines strategies for responding to such changes over time. Strategies include ongoing monitoring and maintenance, a future detailed coastal vulnerability assessment, and potential modifications to the wall structure.
- 10) The department is satisfied that the Amendment adequately addresses relevant coastal policy in a manner that is appropriate for an amendment.

Consent requirements under the Coastal Management Act 1995

- 11) Irrespective of the Amendment, use and development of the coastal Crown land site also requires written consent from the Minister for Environment and Climate Change under Section 40 of the *Coastal Management Act 1995* (CMA). The exhibited Implementation Plan and Summary Report provide a concept for the proposed form of future development. An application must address the matters listed in Section 40(2) of the CMA.
- 12) The department recommends and is prepared to facilitate liaison with Council regarding simultaneous consideration of a CMA consent application and a draft Development Plan or stage thereof. The presence of a decision guidelines in the exhibited Schedule 3 to the Special Use Zone requiring consideration of the comments of the department and Parks Victoria serves to facilitate this approach.
- 13) Specific matters of interest in respect of CMA consent apparent from the Summary Report include, but are not limited to:
 - a) The site's vulnerability to coastal processes and projected sea level rise, and appropriate site adaptation, development and management responses.
 - b) Design life, condition and adequacy of the existing sea wall in respect of projected sea level rise over the life of the sea wall and development protected by it. The department would require a coastal hazard vulnerability assessment to be prepared to support a CMA consent application for any development component within the scope of the Amendment.
 - c) Siting and design considerations of the future passenger terminal building or other new built form.
 - d) The department notes that implications for the proposed use and development associated with the need for consent under the CMA do not create obstacles for the Amendment.

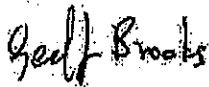
Native vegetation policy

- 14) The department generally supports the proponent's approach in preparing a Native Vegetation Precinct Plan to address native vegetation removal associated with the proposed use and development provided for in the Amendment.
- 15) The exhibited "*Queenscliff Ferry Terminal NVPP*" (AECOM 25 August 2010) is intended to be incorporated into the planning scheme. Three further documents prepared in support of and referenced in the NVPP were also exhibited:
 - a) Draft "*Queenscliff Ferry Terminal Flora and Fauna Assessment Report – Queenscliff Ferry Terminal Peninsula Searoad Transport Pty Ltd*" (AECOM 14 January 2009)
 - b) "*Updated Habitat Hectare and Net Gain Assessment – Supplementary Report for Queenscliff Ferry Terminal, Flora and Fauna Assessment Report*" (AECOM 25 August 2010) and
 - c) Draft "*Vegetation Offset Management Plan – Queenscliff Ferry Terminal*" (AECOM 1 September 2010).
- 16) All four documents including the NVPP require review to incorporate any new site condition information reflecting the 18 months since they were prepared, to finalise the draft documents, and to ensure they are consistent with current native vegetation policy and practice in respect of Native Vegetation Precinct Plans. Additionally, any changes in circumstances that arises out of the Amendment process itself should be reflected in Final documents prior to the NVPP being Incorporated in the planning scheme.
- 17) The department understands that Parks Victoria supports the intent and outcomes of the Draft Vegetation Offset Management Plan (VOMP) and offset works proposed for the identified Native Vegetation Compensation Area (offset site). The VOMP must include a statement of commitment to the delivery, management or ongoing implications relation to the Offset.
- 18) The VOMP identifies the Offset is to be achieved through improvement / revegetation activities. The species listed in Section 5.0 are taken from appropriate Ecological Vegetation Class benchmarks for the offset site. Additionally the department recommends that the enclosed list of native plants identified in a survey undertaken by the Bellarine Catchment Network should also be incorporated into the list at Section 5.0. This list was prepared in support of an application for CMA consent for the footpath connection from the Ferry Terminal site to the Pier.
- 19) The Offset and site on Crown land will need to be registered with Bush Broker and a registration fee will apply.
- 20) During pre-exhibition discussions with the proponent DSE indicated it would expect the NVPP would be endorsed by the Minister for Environment and Climate Change prior to exhibition and that DSE would facilitate this on request. This has not occurred and the NVPP has not been endorsed. The department reiterates its expectation that a procedural opportunity will be found for DSE to facilitate its endorsement by the Minister for Environment and Climate Change prior to the Amendment being finalised. Identifying this procedural opportunity will be guided by the need for a Panel Hearing and any alterations to design and the amount of loss during the Amendment process.
- 21) The department notes that the exhibited Schedule to Clause 52.16 lists "*Queenscliff Ferry Terminal Implementation Plan 2010*" instead of the NVPP as intended by the structure of VPP Clause 52.16. This should be corrected to refer to the Final NVPP.

The supporting document "Queenscliff Ferry Terminal Upgrade – Amendment C23 to Queenscliffe Planning Scheme Summary Report" (AECOM 17 August 2011) contains a number of generalisations and detail errors. To the extent that this report does not form part of the Amendment, the department has not provided comments in this respect. A number of these matters will need review if the proponent is able to proceed to an application for consent under the *Coastal Management Act 1995*.

If you have any queries regarding this matter, please contact me on telephone (03) 5226 4693.

Yours sincerely

A handwritten signature in dark ink, appearing to read "Geoff Brooks". The signature is written in a cursive, slightly slanted style.

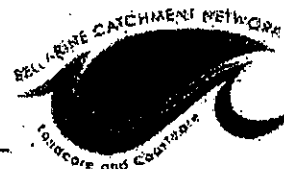
GEOFF BROOKS
Manager Statutory Planning Services
South West Region

Encl.

Plant Survey by Bellarine Catchment Network

Bellarine Catchment Network

A0011936S
ABN 79 770 540 247



NOTES ON ENVIRONMENTAL VALUES OF THE FORESHORE BETWEEN THE FERRY TERMINAL AND THE PIER, QUEENSCLIFF.

GEOMORPHOLOGY

The Queenscliff prograded beach, north of the Black Lighthouse to the harbour cut is of Regional Significance. (Rosengren, May 1998. Sites of Geological and Geomorphological Significance on the coast of Port Phillip Bay.)

"The site is important to demonstrate that sand moves into Port Phillip Bay and accumulates on the western side of the entrance. This is an onshore example of the process by which Swan Island and Mud Islands have developed. It is one of the few sites in the Bay where rapid sand accretion has occurred in recent decades and where the morphology of a developing foredune can be studied. The site should be maintained as a working model of foredune and sand beach development. Development on or reclamation of the beach shore and dune areas should not proceed beyond the present limit." (Rosengren, May 1998. Sites of Geological and Geomorphological Significance on the coast of Port Phillip Bay.)

INDIGENOUS FLORA

A variety of indigenous plants grow in the foreshore dunes behind the beach. The Ecological Vegetation Class is EVG 1 Coastal Dune Scrub/ Coastal Dune Grassland Mosaic which has a conservation status of 'depleted' in the Otway Plain Bioregion.

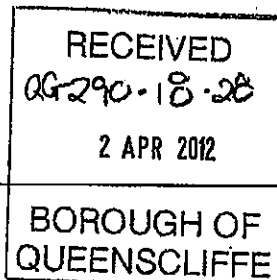
A quick survey of sections of this foreshore area (7/6/11) identified the presence of at least 18 indigenous species, including Regionally Significant species *Myoporum insulare* (rare), *Spinifex sericeus* (rare) and *Pimelea serpyllifolia* (rare). (Ret Carr et al (2002) CoGG Biodiversity Management Strategy- Draft Report, CoGG)

FORESHORE INDIGENOUS PLANT SPECIES LIST (compiled by Sue Longmore 7/6/11)

<i>Acacia sophorae</i>	Coast Wattle
<i>Acacia novae-zelandiae</i>	Bidgee Widgee
<i>Actitis megelocarpa</i>	Dune Thistle
<i>Atriplex cinerea</i>	Coast Saltbush
<i>Carpobrotus rossii</i>	Karkalla
<i>Clematis microphylla</i>	Small-leaf Clematis
<i>Dianella brevicaulis</i>	Coast Flax-lily
<i>Ficinia nodosa</i>	Knobby Club-rush
<i>Leucopogon parviflorus</i>	Coast Beard Heath
<i>Leptosperma gladiatum</i>	Coast Sword-sedge
<i>Leptospermum laevigatum</i>	Coast Tea-tree
<i>Myoporum insulare</i>	Boobialla
<i>Olearia axillaris</i>	Coast Daisy-bush
<i>Pimelea serpyllifolia</i>	Thyme Rice-flower
<i>Rhagodia candolleana</i>	Seaberry Saltbush
<i>Spinifex sericeus</i>	Hairy Spinifex
<i>Tetragonia implexicoma</i>	Bower Spinach
<i>Thuidium Furfurosom</i>	Fern Moss



Department of Transport



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General Manager Planning & Infrastructure
Borough of Queenscliffe
PO Box 93
QUEENSLIFF VIC 3225

Dear Sir/Madam

QUEENSLIFFE PLANNING SCHEME AMENDMENT C23

I refer to the above matter and provide a submission for the Department of Transport.

Please note that the Department supports the intent of the amendment and recognises the significant consultations and efforts to advance this matter over a number of years.

Planning controls affecting land for transport facilities and infrastructure should facilitate transport operations and the amended controls would serve this purpose.

The range of transport services and infrastructure should be facilitated, ie. walking, cycling, bus, taxi and delivery vehicles.

Particular comments are set out below:

1. Following sub-clause 21.05-4 "Other Businesses and Industry" - "Strategies" insert the following

After the second dot point, amend the proposed new dot point "to ensure appropriate vehicle, bus, taxi, pedestrian and cyclist access and infrastructure is provided to the Queenscliff Ferry Terminal".

2. In sub-clause 42.02.- Schedule 2, under Part 3.0 "Permit Requirement", after the second paragraph insert:

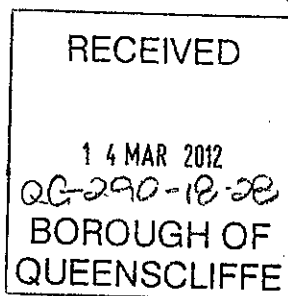
"A permit is not required for buildings and works in the Queenscliff Ferry Terminal Special Use Zone that are in accordance with a development plan approved by the responsible authority"

Yours Sincerely

Richard McAlicee 30/3/2012

Richard McAlicee
Director
Land Use Development & Planning Referrals





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Attention: Lenny Jenner

13 March 2012

Contact: Adam Lorensene
Telephone: (03) 5225 2532
Our Ref: SY 030 QUE 001
Your Ref: QG290-18-27
File No: 1297144

Dear Lenny

**PLANNING SCHEME AMENDMENT C023
LARKIN PARADE / WHARF STREET, QUEENSCLIFFE**

I refer to your letter dated 24 February 2012 regarding the above mentioned planning scheme.

VicRoads has worked closely in the development of this planning scheme amendment, with a range of government authorities.

It is noted that the proposed traffic management plan include a proposal to erect a gantry style advance direction sign. The proponent will need to submit the detailed design engineering drawings for approval to VicRoads, prior to the construction of the gantry.

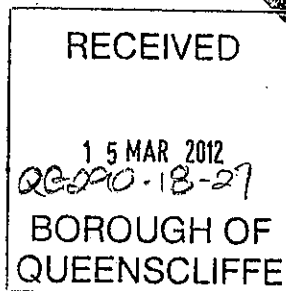
VicRoads believes the proposed amendment will provide a significant improvement to road safety in the vicinity of the Sea Road Peninsula Ferry.

VicRoads supports this amendment as prepared.

Should you have any queries, please contact Adam Lorensene on (03) 5225 2532.

Yours sincerely

**BRYAN SHERRITT
MANAGER – PROGRAM DEVELOPMENT
SOUTH WESTERN VICTORIA**



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Attention: Lenny Jenner

14 March 2012

Contact: Adam Lorensene
Telephone: (03) 5225 2532
Our Ref: SY 030 QUE 001
Your Ref: QG290-18-27
File No: 1299818

Dear Lenny

**PLANNING SCHEME AMENDMENT C023
LARKIN PARADE / WHARF STREET, QUEENSCLIFFE**

Further to my letter dated 13 March 2012 (File No. 1297144), it has been noted that an anomaly exists in the Queenscliffe Planning Scheme, in that part of the declared Bellarine Highway is included in the Special Purpose Zone SUZ1.

I refer you to Government Gazette Plans GP19335 and GP20712 in Attachment A. The current amendment proposes to rezone SUZ1 to SUZ3 inclusive of the declared arterial road.

In order to rectify the anomaly, it is requested that the current amendment plan be altered to extend the RDZ1 as indicated on the plan in Attachment B.

Subject to the above comments, VicRoads continues to offer it's strong support for the amendment.

Should you have any queries, please contact Adam Lorensene on (03) 5225 2532.

Yours sincerely

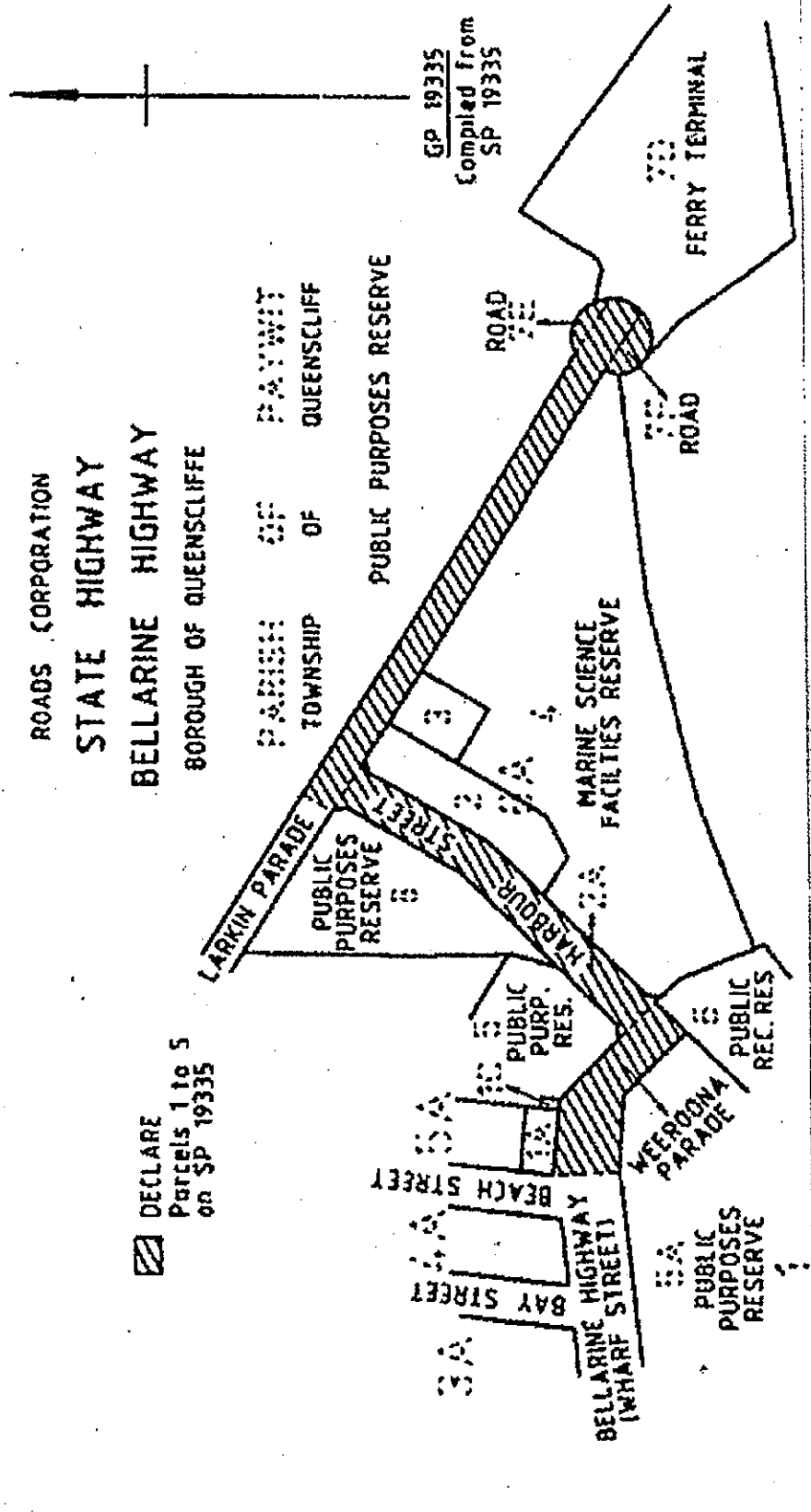
**BRYAN SHERRITT
MANAGER – PROGRAM DEVELOPMENT
SOUTH WESTERN VICTORIA**

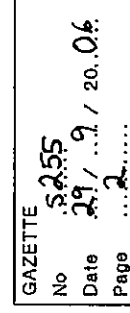
Noted J. 16.03.12
WD ☐ *Phu Jovanovic*
☐ *Mitch Hodgson*

Victoria Government Gazette

G 9 6 March 1997

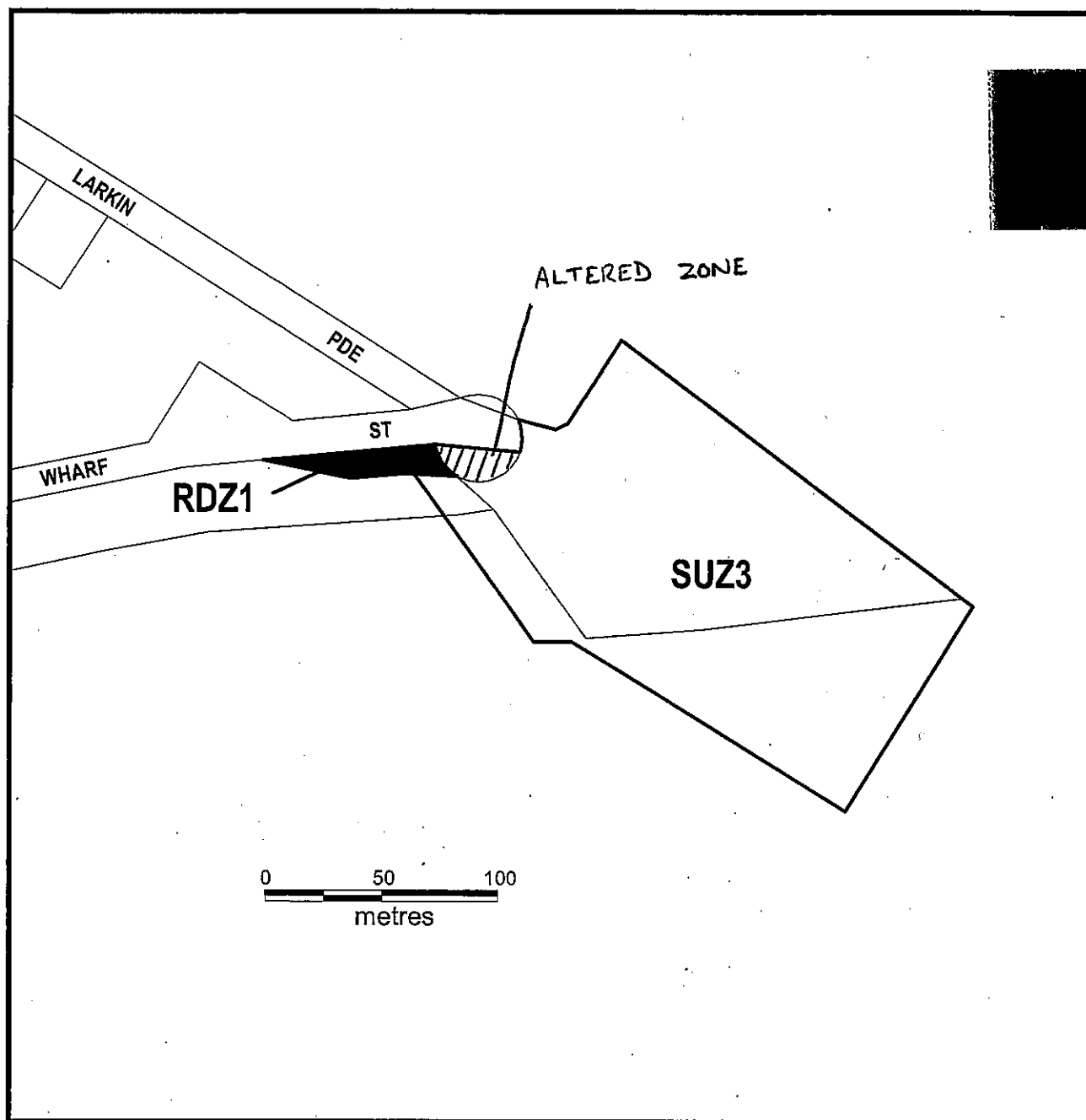
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QUEENSLIFFE PLANNING SCHEME

LOCAL PROVISION



LEGEND

SUZ3	SPECIAL USE ZONE 3
	ROAD ZONE - CATEGORY ONE

Part of Planning Scheme Maps 1 & 4

AMENDMENT C23

PREPARED BY: INFORMATION SERVICES
Statutory Systems
Planning, Heritage and Urban Design
Department of Planning and Community Development



Department of Planning
and Community Development