



# Agenda

## General Planning Meeting

Wednesday 4 July 2012 at 7:30pm

Queenscliff Town Hall  
50 Learmonth Street, Queenscliff

### **Councillors**

Cr. Bob Merriman

Cr. Helene Butler

Cr. Lloyd Davies

Cr. David Mitchell

Cr. John Burgess

### **Officers**

Lenny Jenner, Chief Executive Officer

Phil Josipovic, General Manager Planning & Infrastructure

**THIS MATERIAL DOES NOT NECESSARILY REFLECT THE VIEWS OF COUNCIL**



## General Planning Meeting

### A guide to understanding meeting protocol

There is a need to cover some simple protocols as each meeting will often involve people attending for the first time.

1. This General Planning Meeting is being held to provide an opportunity for those persons who lodged submissions in regard to the proposed Ferry Terminal Planning Scheme Amendment to address Council in support of their submission, and in preparation for the July following formal council meeting. The meetings are informal and proponents and submitters to any planning matter are encouraged to address council.
  2. This is not a debating forum – we are trying to obtain the best possible understanding of the matter.
  3. We ask that parties addressing Council speak to the chair and not involve the gallery.
  4. Submitters are asked to elaborate on their written submissions – not just read out their letter – all councillors have a copy of written material.
  5. The meeting process will typically adopt the following sequence:
    - Introduction and welcome by the Chairperson.
    - Overview presentation by Council Officer.
    - The Applicant is given 5-10 minutes to outline their proposal – longer time may be given at the discretion of the chair depending on the complexity of the matter.
    - We ask submitters to limit their comments to 5 minutes bearing in mind we are seeking elaboration on the comments already received in their submission.
    - Following the last submitter the Applicant will be given an opportunity to clarify any matter of fact – but not to comment on matters of opinion.
    - Throughout this process Councillors will be able to ask questions of the Applicant, submitters or a Council Officer.
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**1. OPENING OF MEETING**

**2. APOLOGIES**

**3. PECUNIARY INTEREST & CONFLICT OF INTEREST DISCLOSURES**



## 4. PLANNING & DEVELOPMENT

### 4.1 Proposed Queenscliffe Planning Scheme Amendment C23 (Ferry Terminal)

#### SUMMARY

Amendment C23 resulted from a request by AECOM Australia Pty Ltd on behalf of Peninsula Searoad Transport to provide the planning framework to facilitate future upgrading of the Queenscliff Ferry Terminal.

The Amendment proposes to facilitate future upgrading of the Queenscliff Ferry Terminal including considerations such as: improved vehicular and pedestrian access, passenger drop off, increased formal car parking, signage, security, landscaping and amenity. The Amendment also enables medium and longer term changes to be undertaken in accordance with the Incorporated Document titled: *Queenscliff Ferry Terminal Implementation Plan 2010*.

Planning Scheme Amendment C23 as requested comprises three main parts:

1. Amendments to the Queenscliff Planning Scheme Maps and Ordinance (Text), including:
  - Creating a new Schedule 3 to the Special Use Zone;
  - Rezoning part of the land to a Special Use Zone - Schedule 3 (SUZ3);
  - Rezoning part of the land to a Road Zone - Category 1 (RDZ1);
  - Amending the ordinance of Schedules 1 and 2 to the Environmental Significance Overlay currently applying to the site;
  - Amending where relevant sections of the Municipal Strategic Statement (MSS) to ensure consistency;
2. Incorporating the *Queenscliff Ferry Terminal Implementation Plan 2010* into the Planning Scheme to guide future use and development;
3. Incorporating the *Queenscliff Ferry Terminal Native Vegetation Precinct Plan 2010* into the Planning Scheme to provide for removal of vegetation, ongoing protection of vegetation to be retained and outlining actions necessary to offset the loss of vegetation in a holistic landscape based approach to vegetation management.

Exhibition of the Amendment resulted in receipt of 36 submissions, 20 of which supported the proposal or offered no objection and 16 submissions which either objected to the proposal or raised some issue of concern.

Broadly, **supporting** submissions from local and regional tourist operators/associations and individuals emphasise the role that the Ferry plays as a key driver of regional growth, local tourism and economic development. Many comment upon the lack of suitable infrastructure, specifically the inadequacy of car parking and the need to upgrade and improve facilities for locals, tourists and visitors. Several submitters also cite the need to support proposals which stimulate growth in the town to increase visitation. Others note that the area proposed to be redeveloped as facilitated by the Amendment resulted from sand accretion following construction of 'The Cut' nearby and that such land is infested by weeds and is not currently used for passive recreation.



**Objecting** submissions include those from community and environmental groups as well as from individuals. A number of recurrent themes have been raised which are common to multiple submitters opposing the Amendment. Particular concerns were raised in relation to matters such as: whether there was need for a distinct Schedule to the Special Use Zone, whether there was need for expansion of car parking and if so, whether the proposed location was suitable for such a purpose. Proposed use of Crown Land, removal of native vegetation (both past and as proposed) and whether such losses could be appropriately offset and managed were also raised by a number of submitters. Other objecting submissions raised matters such as: whether there was any net community benefit to be achieved for the township of Queenscliff, coastal planning considerations such as coastal vulnerability to climate change and siting and design principles as well as a lack of consultation.

In summary, key issues raised within submissions opposing the Amendment included the following themes:

- Special Use Zone – Schedule 3
  - Why need for distinct Special Use Zone?
  - No exemption from Permit requirement necessary
- Car Parking
  - Adequacy within nearby areas
  - Unnecessary to cater for peak demand
  - Reconfiguration within existing footprint preferred
  - Pedestrian separation required
  - Improved public transport required
- Native Vegetation
  - Removal of native vegetation
  - Net gain principle - Avoid rather than offset
  - EVC (mis)identification
  - Habitat for fauna
  - Need for Offset to be managed independently
- Public Land
  - Loss of Crown Land to private operator
- Coastal Planning Considerations
- Non Compliance with Scheme / Enforcement
  - Non compliance with past approval
  - Removal of vegetation without approval
- Net Community Benefit
  - No benefit to local businesses / community
- Lack of Consultation



**4.1.1 Applicant to present to Council**

**4.1.2. Submitters to present to Council**

**4.1.3 Applicant to readdress Council**

**5. CLOSE OF MEETING**

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