



Agenda

Planning Review Meeting

Wednesday 11 September 2013 at 7:00pm

Queenscliff Town Hall
50 Learmonth Street, Queenscliff

Distribution

Councillors

Cr. Helene Cameron (Mayor)
Cr. Bob Merriman (Deputy Mayor)
Cr. Graham J Christie, JP
Cr. Susan Salter
Cr. Sue Wasterval

Officers

Lenny Jenner, Chief Executive Officer
Phil Josipovic, General Manager Planning & Infrastructure
Leah Protyniak, Senior Planner

In accordance with the Borough of Queenscliffe Local Law No 1, 2010, the information contained within this Agenda is for the confidential and privileged use of Councillors until at least 48 hours prior to this meeting

THIS MATERIAL DOES NOT NECESSARILY REFLECT THE VIEWS OF COUNCIL



Planning Review 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. Planning Review meetings are held to provide additional information to Councillors in preparation for the 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's Planning 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 18-20 Baillieu Street, Point Lonsdale

Planning Permit Application: 2012/101

SUMMARY

Proposal	Part demolition of a dwelling individually listed in a Heritage Overlay Application and plans: <i>Refer Appendix 1</i>
Zone/Overlays	Residential 1 Zone Design and Development Overlay – Schedule 4 Heritage Overlay – Schedule 88 Vegetation Protection Overlay – Schedule 1
Permit Triggers	Clause 43.01 - Demolition
Public Notification	Advertised by registered post to adjoining property owners and occupiers, sign on site, notice in “The Echo” newspaper and notice in municipal offices for 14 days.
Submissions	Five (5) submissions received: One (1) objection Four (4) letters of support Copies of submissions provided to Councillors: <i>Refer Confidential Appendix 2</i> Applicants response to submissions: <i>Refer Confidential Appendix 3</i>
Key issues raised by submitters	Previous VCAT determination Deterioration of building Historical significance of building Fire safety/concerns.



4.1.1. Applicant to present to Council

4.1.2. Submitters to present to Council

4.1.3. Applicant to readdress Council



4.2 Queenscliff Ferry Terminal Development Plan – Stage 1

Development Plan Application: DP01/2013

SUMMARY

Proposal	Development Plan Application – Stage 1 Queenscliff Ferry Terminal Car Park and Access Roads Application documents: <i>Refer Appendix 4</i>
Zone	Special Use Zone 3



4.2.1. Applicant to present to Council

4.2.2. Members of the gallery invited to present to Council

4.2.3. Applicant to readdress Council



5. APPENDIX 1 – APPLICATION DOCUMENTS, 18-20 Baillieu Street, Point Lonsdale



Planning Enquiries
Phone:
Web: <http://www.queenscliffe.vic.gov.au>

Office Use Only #185229 2012/101
Application No.: #102.00 Date Lodged: / /

Application for Planning Permit

RECEIVED

26 NOV 2012

If you need help to complete this form, read [How to complete the Application for Planning Permit form](#).

Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*. If you have any concerns, please contact Council's planning department.

Questions marked with an asterisk (*) are mandatory and must be completed.

If the space provided on the form is insufficient, attach a separate sheet.

Clear Form

The Land

1 Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address *

Unit No.:	St. No.: 20	St. Name: Baillieu Street
Suburb/Locality: Point Lonsdale		Postcode: 3225

Formal Land Description *

Complete either A or B.

This information can be found on the certificate of title.

A	Lot No.: 1	<input type="radio"/> Lodged Plan	<input type="radio"/> Title Plan	<input type="radio"/> Plan of Subdivision	No.: 119928
OR					
B	Crown Allotment No.:		Section No.:		
Parish/Township Name:					

The Proposal

You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.

2 For what use, development or other matter do you require a permit? *

If you need help about the proposal, read:
[How to Complete the Application for Planning Permit Form](#)

Demolition of derelict 1920's double storey 'sleep-out annexe' at rear of 1888 heritage house.
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☒ Provide additional information on the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

3 Estimated cost of development for which the permit is required *

Cost \$0	<input type="checkbox"/> You may be required to verify this estimate.
Insert '0' if no development is proposed (eg. change of use, subdivision, removal of covenant, liquor licence)	

Existing Conditions

4 Describe how the land is used and developed now *
eg. vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

As per Lovell-Chen Heritage Overlay HO88 of 14.10.2008 comprising:
Residential building (Kora Weari, C 1888), Gazebo/Pavillion/Signal Station (pre 1910), Games Room (C 1940's), and Sleep-out Annexe (1910 - 20's) at rear.

☒ Provide a plan of the existing conditions. Photos are also helpful.



26 November 2012



Mr Mitch Hodgson
Senior Planner
Borough of Queenscliffe

**Re: Application for Planning Permit –
Demolition of 'Sleepout Annexe' at 20 Baillieu Street, Point Lonsdale**

On 26 October 2010, Council's Heritage Adviser (Justin Francis) had a 'pre-application' site inspection and discussion with me and Toni Sincock at the above address. Unfortunately you were unable to attend this inspection. Justin provided a report in January 2011 and later updated his report as of 3 June 2011. In this report he noted the need for us to supply a supporting report from a qualified Structural Engineer.

This we have now done, and consequently we have **supporting reports from one exceptionally qualified building consultant, two recognised leading heritage architects, and a leading and well recognised structural engineer in:**

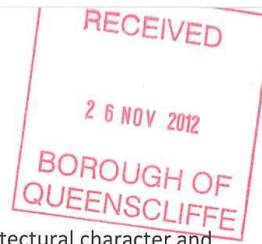
- **Mr John Anderson** of Independent Building Advisory Services (IBAS) (dated 7 March 2002)
- **Mr Peter Lovell** of (then) Allom Lovell & Associates (in his report dated 13 October 2003),
- **Mr Bryce Raworth** of Raworth Conservation and Urban Design (dated 6 August 2010), and
- **Mr Ken Macleod** of Macleod Consulting (dated November 2012).

The Anderson building report noted, inter alia:

- " the structure of the double storey extension (rooms 12-33)is sufficiently defective ..to be a safety hazard in their present state.
- The cost of the work required on the double storey extension... would well outweigh the cost of demolition and rebuilding.
- The double storey extension at the rear is in a very poor condition..... After my inspection of the sub floor, external cladding and roof areas, let alone the interior, it is obvious to a trained eye that it would not be a reasonable proposition to attempt to retain the structure."

The Lovell heritage report noted, inter alia:

- " (the rear two storey wing).... Is a structure which is in poor condition and in which it is difficult to see how it could be sensibly adapted for a new residential use, without wholesale internal alteration. In this regard it may well be seen that retention and adaption of such a structure is beyond what is fair and reasonable.
- ...the balance from a conservation perspective, should ideally be the active restoration and refurbishment of the retained house. The (double storey) wing could be replaced by a linked or detached structure.."



The Raworth heritage report noted, inter alia:

- (that in the 2009 Queenscliffe Heritage Study)" while the architectural character and detailing of the house are provided in great detail, the sleep-out annexe is not discussed or described at all.
- ... in my view the sleep-out annexe makes only a minor contribution to the significance of this place for the purposes of the heritage overlay control..... It has only the most limited visibility and potential for interpretation in terms of views from the street, as it is largely screened from view by the house on the subject site and by neighbouring houses to the side and rear.
- In my view it would not be unreasonable to seek demolition of the annexe for the purposes of making the house and site more sustainable into the long-term future."

Council has previously had copies of the Anderson building report and the Lovell and Raworth heritage reports. We now attach the Macleod engineering report which, inter alia:

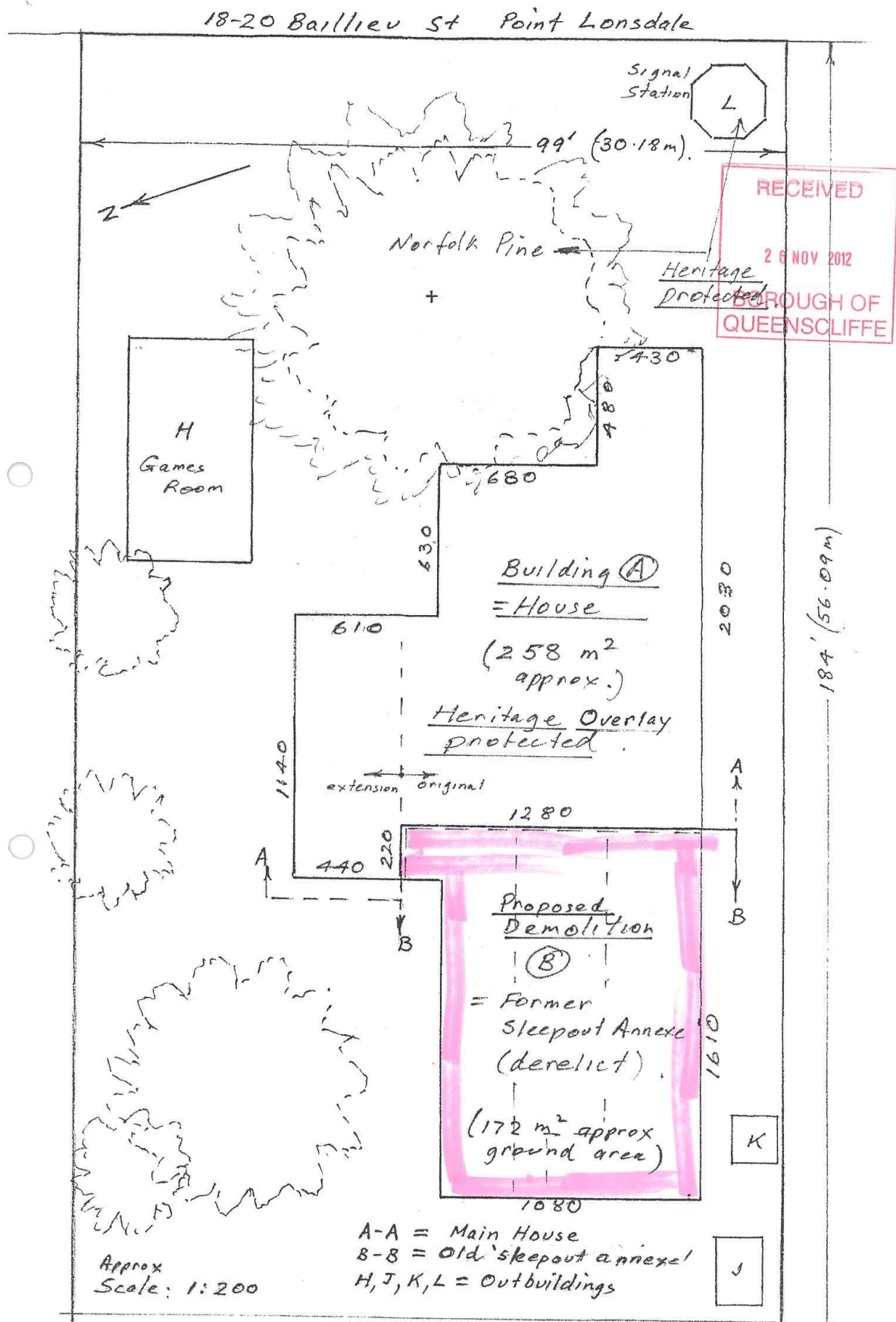
- Notes that this sleep-out annexe is in such poor structural condition that it could only be rehabilitated with extensive structural works, services additions and finishes.
- Notes estimated costs of 'rehabilitation' of some **\$1,000,000 to \$1,600,000** for this sleep-out annexe building,
- Notes that such figures equate to unit costs of some **\$3747 per square metre to \$4690 per square metre compared to new construction costs of \$1350 per square metre (i.e. some 2.8 to 3.5 times new construction cost!!!)**
- Is of the opinion that the costs of these necessary works would be excessive.

Such 'excessive' or 'unviable' rehabilitation cost could never realistically be applied to this derelict building addition, which we consider to be a danger to the attached heritage building and to its occupants (and possibly to neighbouring buildings.)

May I suggest that we arrange with you and Council's Building Surveyor (and any other relevant parties) to meet on site with myself and our planning consultant. As the annexe is not visible or accessible from the street frontage, I would be happy to arrange access at a mutually convenient time.

Yours sincerely,

Edward K Walker
(For EK and BW Walker)





6. APPENDIX 2 (CONFIDENTIAL) – SUBMISSIONS, 18-20 Baillieu Street, Point Lonsdale

Provided to Councillors under separate cover



7. APPENDIX 3 – APPLICANTS RESPONSE TO SUBMISSIONS, 18-20 Baillieu Street, Point Lonsdale



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

Re: Planning Permit Application 2012/101 – 18-20 Baillieu Street, Point Lonsdale

Thank you for your letter of 12 March, which I received today. I note the rather belated input from the Queenscliffe Community Association for the Application advertised in January last.

I should note that we share some of the QCA's concern for the importance of the original 1888 'Kora-weari' - but not their somewhat ill-informed ideas on the 1920's 'sleepout annexe'. Indeed when my family purchased this property in 1965, all the buildings were in such a dilapidated state (with little maintenance since the 1930's) that it was sold for total demolition and redevelopment. My parents and I did however resolve to keep and restore the original house (and the 'signal station') - but remove all the derelict side and rear outbuildings. Since my ownership of the property from 1979 this has continued – at considerable effort and expense. (Refer to attached 'Summary of Work History'). So I can endorse Peter Lovell's view of the importance of Kora-Weari as 'the oldest exant guesthouse in Point Lonsdale' as noted in his 1984 and 2009 'Queenscliffe Heritage Studies'.

However, it was only when invited inside Kora-Weari in 2003 that Mr Lovell realised that the 'sleepout annexe' existed. His verbal advice at the time was to 'pull it down' and 'perhaps replace it with a smaller structure linked to the original house'. His report of 13 October 2003 (provided to Council on 10 June 2005) reflected this view of 'active restoration ...of the retained house' with removal of the double storey annexe. These views were reiterated by Bryce Raworth in his report of August 2010. It was only in the 2009 Heritage Study that the '1919-20's sleepout annexe' was mentioned – but as Raworth notes- not discussed or described at all. Lovell and Raworth must surely be recognised as among our leading Heritage Architects

All the 4 expert reports note the defective and hazardous nature of the 'sleepout annexe' and that extensive and expensive restoration would "not be just or fair to the applicants to insist on its preservation". Indeed, who would want to spend \$1,600,000 to bring this annexe back to its rather dysfunctional '1920's guesthouse glory days' –and for what purpose?? The engineering report by Ken Macleod summarises the building problems and related costs. (Refer to the attached summary of 'Likely Points of Failure Against Building Code of Australia' for further concerns.) A particular concern for my family, for the attached heritage building, and for immediate neighbors, is the fire risk that the annexe presents.



Regrettably the QCA has not sought to inform itself by inspection of this annexe (or the extensive renovations to the Kora-Weari house proper.) As indicated in my letter of 26 November, Council Officers (and other relevant parties –which could include Councillors or such bodies as QCA) are welcome to arrange access with me. Many Point Lonsdale residents have done just this. Indeed it is noticeable that this objection comes from Queenscliff - rather than the better informed Point Lonsdale community. I understand that ALL immediate and adjacent neighbors support this application and many have made supporting submissions to Council.

I look forward to your early and positive decision,

Yours sincerely,

EK (Ted) Walker



**KORA-WEARI, 18-20 Baillieu Street Point Lonsdale
Summary Of Work History, 1965+**

Year	House/ Ext.	Event
Jan 1965*		Initial inspection of property (ELW, JIW,EKW, BWV) on Australia Day 1965
March 1965*		Deposit and 150 day contract, 13 March
Jan 1966*	*	Repair, plaster, and wallpaper – 2 BR
Jan 1967*	*	Construct kitchen in former BR
	*	Replace 1 window to S wall
April 1967	*	Remove 4 derelict external rooms on North W boundary.
Dec 1968	*	Remove 3 derelict external rooms & store on North E boundary.
April 1970	*	Remove 2 large overhanging pine trees on NE boundary.
April 1974	*	Replace second storey roofing
April 1976*	*	Replace old kitchen skillion roofing.
April 1976 To Dec 1976	* *	Construct internal laundry Construct internal bathroom & toilet. Remove 4 dilapidated rooms on SW boundary Remove all external toilets, laundry, showers, store, & fire escape to rear of site. Replace plumbing. Connect sewerage. (Subdivision preliminaries)
Jan 1977*	*	Replace box gutters, flashings, & part of 'valley' roofing.
April 1977*	*	Complete replacement of valley roofing
Aug 1977	*	Replace dividing fence to W boundary EW overseas to Jan 1979
Jan 1979*	*	Replace part roofing & gutters S side
Jan/Apr1980*	* • •	Replace remainder S roofing & gutters Restore lounge fire surround & over-mantle
Jan 1981	*	Repair & reglaze 3 windows to S wall
April 1981*	*	Replace part of front E roofing
July 1981*	*	Replace dividing fence to S boundary



Jan	1982	*	Replace remainder of front roof & gutters
Jan	1983*	*	Repaint front of house
April	1983	*	Replace games room outer bearer
Nov	1983*	*	Reblock house subfloor
Jan	1984*	*	Replace all house plinths & repaint at front
Apr	1984	*	Rebuild rear side entrance area
Jan	1985*	*	Reblock DS extension periphery & replace all DS plinths
Jan	1986*	*	Arborist and treatment to Norfolk island pinetree
		*	Remove old boiler and U/S plumbing
		*	Remove U/S cool room
April	1986	*	Replace W/Bs to W wall (rear side door)
Jan	1987	*	Repair 3 upstairs windows
Jan	1988	*	Remove, repaint, & replace all W/Bs to N wall
Jan	1989*	*	Replace games room roofing
		*	Replace W/Bs to E (verandah) wall
April	1989	*	Replace W/Bs to verandah (front door) wall
Nov	1989*	*	Reconstruct verandah stumps & subfloor
Dec	1989*	*	Install new jarrah floor to verandah
Jan	1990*	*	Replace verandah structure & ogee roof
Apr	1991*	*	Paint verandah & lacework
Jan	1992*	*	Install lacework & paint verandah plinths
Sept	1992*	*	Install gas & gas HWS
Jan	1993	*	Replace 2 side gates
Feb	1995*	*	Replace electricity power mains with underground supply
Jan	1996	*	Repair 'lighthouse' eaves etc
Jan	1997*	*	Replace lighthouse roofing & flagpole
Jan	1998	*	Repaint lighthouse
Jan	1999*	*	Replace 3 DH windows to S wall
Mar	2000*	*	Replace N boundary fences
April	2000	*	Replace & paint W/Bs to S wall



Jan 2001	*	Repair & repaint S wall of games room
Jan 2002	*	Repair & repaint W wall of games room
	*	Remove 2 U/S trees from N boundary
April 2003	*	Reconstruct rotted front decorative corbels
Jan 2004	*	Reconstruct missing front door mouldings
		Replace front corbels.
	*	Replace front concrete path
Mar 2004	*	Repair & repaint front w/b wall.
June 2005	*	Reconstruct front gable end, fascia, eaves lining and finial.
Oct 2005	*	Reblocker – levelling and reconstruction of old kitchen floor.
Dec 2005	*	Reconstruction of lounge doorways.
		Lounge wall and ceiling tension & bracing.
		Replace house guttering with ogee c/b.
Jan 06-Oct 06	*	Re-plastering and painting of lounge.
Jan 2007	*	Replacement of lounge double doors, architraves, and U/S cornices and skirtings.
March 2007	*	Replace and repair dining room sash windows.
Jan 2008	*	Reconstruct dining room walls.
		Replace U/S pressed metal ceiling panels and restore and paint dining room ceiling.
Feb 2008	*	Full electrical re-wire to original house.
Mar 2008	*	Replaster and paint dining room walls.
		Replace / repair dining room skirtings.
May 2008	*	Replace rear (W) paling fence
Jan 2009	*	Reconstruct kitchen skillion roof.
		Restore kitchen brick fireplace
April 2009	*	Electrical rewire of kitchen.
June 2009	*	Replace box gutters, colorbond roof to kitchen and rear of house.
Sept 2009	*	Replaster and paint kitchen.
		Install replacement kitchen windows.
Nov 2009	*	Install kitchen cupboards, architraves etc.
Jan 2010	*	Install kitchen benchtops, plumbing, appliances.
April 2010	*	Sand & polish D/R baltic pine floor
Nov 2010	*	Cork tiles to kitchen floor
April 2011	*	Restructure bathroom internal walls
June 2011	*	Bathroom rewire, plumbing, plaster
Oct 2011	*	Bathroom vanity, tiling, shower, bath
Jan 2012	*	Re-weatherboard house (kitchen) rear wall
Mar-Sept 2012	*	Paint north wall of house & verandah posts etc.
	●	Paint games room 4 walls



February 2012

18-20 Baillieu Street, Point Lonsdale

**Likely Points of Failure of 'Sleepout Annexe' Against
BUILDING CODE OF AUSTRALIA 2011 – Volume 1**

Building Code of Australia			Particular Items
BCA Section	Provision	Location	Issue
A3.1, A3.2	Classification of building	Total	Classified either : 'Class 3 Residential' (guesthouse - more than 300m ²) or : 'Class 2' (2+ units)
C1.1	Fire resistance (2 storey, Class 2/3)	Total	Must be Type B fire- resisting construction
C3.11	Requires fire protected internal doors	Most B/Rs	All doors unsuitable?
Spec C1.1	Fire Resisting Construction		?? FRLs of structure
Clause 2.2	Fire protection for support		?? FRLs of supports to double storey
Clause 4.1 (a), (i) (?C2.9b)	Requires fire resisting covering on underside of second storey floor		No covering to u/side of floor (i.e. no hall ceiling)
Clause 4.1 Table 4	Requires relevant fire rating of load bearing internal walls to corridor	Hallway below d/storey	Timber clad load bearing internal walls (w/b etc.) not FRL 60/60/60??
Spec C1.10	Requires certain 'Fire Hazard Properties'	Hallway & B/Rs	Timber clad walls & ceiling linings ?? ?What is 'fire hazard' of bitumen floor surface to hallway??
D1.4 (a) D1.15	Provision for escape - exit travel distance must be not more than 20 m.	Upstairs rooms	4 rooms have min egress travel greater than 20 m. All 7 rooms have max. egress travel greater than 20 m. (No upstairs fire escape!)



D1.6 (a),(b),(h)	Dimensions of path of travel to exit - - unobstructed height must be not less than 2 m - unobstructed width must be not less than 1 m	Upstairs & stairway	Stairwell height obstruction at 1.8 m Stairwell width 0.83 m Passage part below 1m.
D2.8	Construction of exits - no enclosure of space under required stairway	Stairway	Stairwell built in as storage with timber cladding
D2.13	Stairway – dimensions of goings & risers defined Riser (max) = 190 mm Going (min) = 250 mm	Stairway	Stairway too steep – treads too narrow. Risers = 195 mm Going = 215 mm
D2.16 (d),(g),(h)	Balustrades		?? 865 min H ?? 125 max opening
F1	Health & Amenity (Damp & Weatherproofing)		
F1.0 (F1.13)	Water penetration through external walls	Upper storey	North upstairs windows unserviceable
F1.5	Roof Coverings	South roof	Upper metal roof failing.
F1.10	Damp-proofing of floors on ground	Rear hall subfloor	No vapour barrier to rubble fill floor
F1.12	Subfloor ventilation - requires adequate cross ventilation.	Rear subfloor	Hall rubble fill floor obstructs cross ventilation.
F4.2	Natural lighting - Windows must have net area not less than 10% of floor area.	Various rooms	Insufficient in R27, R28, R29 etc.
F4.6	Natural ventilation by window openings = 5% min of floor area	Various rooms	As above
Vic F3.102	Size of Class 3 rooms - Must have floor area of at least 7.5 m2.	Various rooms	Approx 8 rooms less than 7.5 m2 (R17 to R23, R33)



B1.4 (AS 1684 & AS1720)	Timber Structure: National Timber Framing Code Timber Structures Code	Subfloor	Unacceptable use of some 75x40 joists
	Ditto	Roof	Unacceptable design & spacing of roof structure rafters, purlins, etc.?
	Ditto	Walls	Use of some 75x40 wall studs.
	Ditto	First Storey Walls	Second storey structural beam load unevenly distributed to walls. (Evident wall 'tenting')



4 April 2013



Hello Mitch,

Re: 20 Baillieu Street

May I note my appreciation of your site inspection yesterday of the "sleepout annexe" at Kora-Weari, and the copies of the latest reports by Justin Francis and Graeme Giddings that you provided.

I thought that a few minor comments on these reports should be made.

- Justin indicated that he 'reported on a similar application to demolish this structure' and 'reported on 18-01-11'. In fact, this was not from an 'application' but from a 'pre-app' inspection with me and Toni Sincok 3 months earlier on 26 October 2010.
- At that inspection and related discussion, a report from Bryce Raworth was provided to Justin whose initial report did not consider this opinion or some other material provided. It took until 25 May (or 3 June) 2011 (7 months after the inspection, and after some considerable persistence from Fiona and Toni) for Justin to make a supplementary report noting his disagreement with Bryce Raworth. He noted that this was 'following an email from the owner's designer'. (The 'designer' being my town planning consultant, Toni – but this was a term also used in an earlier report by the previous heritage advisor). In his current report, Justin implies that this May 2011 supplementary report was due to a (new?) 'submission by Bryce Raworth' – actually given to him in October 2010.
- Justin also refers again (as in his previous report) to the "Building and Control Act 1993". This error, coincidentally, appears in reports of the previous heritage advisor. The correct title (then and now) is the "**Building Act 1993**".
- I note that Justin disagrees with the assessments of Bryce Raworth (and presumably Peter Lovell) who both support demolition. However, I must accept the supporting views of two of the most prominent Heritage Architects in this State.
- On the matter of the Engineer's report, I note that Mr Ken MacLeod was recommended to us by Dr David Rowe, Heritage Advisor for the City of Greater Geelong. I understand that Ken is highly regarded both as structural engineer, and as an expert on costing for rehabilitation of heritage buildings. Ken is quite prepared to further support and supplement his opinions if necessary.
- It is a pity that Graeme Giddings has not been able to inspect the annexe. An inspection may have given him a better understanding of structural and safety issues and given more relevance to any of his comments. I note his assertion that that the "building can be saved, it just depends on the ...expense to retain." Is this not a self evident truth? Any building can be repaired/ restored/reconstructed/rebuilt - but the question is "**is it beyond reasonable**



repair/rebuilding ??” And the word ‘reasonable’ relies on questions of **functionality** and **cost**.

- I like the example of Coventry cathedral! In WW2 the Germans bombed Coventry cathedral. The subsequent dilemma was whether or not to rebuild it to its original centuries old historic form i.e. was that a reasonable repair? The **functional** answer was NO as the old building was not very usable for modern requirements. The **cost** answer was a bigger NO! These answers led to construction of one of the best modern buildings in England. (I would not relate my old ‘annexe’ to Coventry cathedral – but you might draw some conclusions!)

Regards,
Ted Walker

8. APPENDIX 4 – APPLICATION DOCUMENTS, Queenscliff Ferry Terminal Development Plan – Stage 1

Introduction

Coastal Town Planners 3



This Development Plan has been prepared on behalf of Searoad Ferries in accordance with the requirements of Clause 37.01 – Special Use Zone (Schedule 3 – Queenscliff Ferry Terminal) of the Queenscliffe Planning Scheme.

The Queenscliff Ferry Terminal is located at 1 Wharf Street East, Queenscliff.

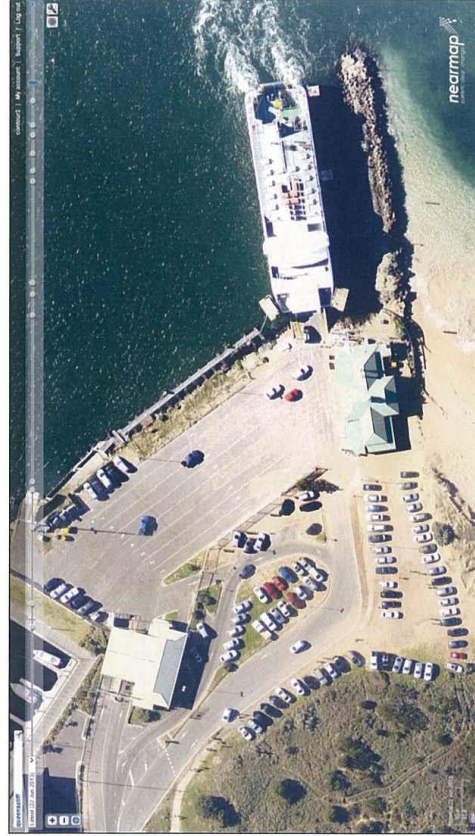
The ferry terminal forms essential infrastructure associated with the ferry service which operates on a daily basis between Queenscliff and Sorrento.

The Development Plan will incorporate two stages:

- Stage 1: Queenscliff Ferry Terminal Car Park and Access Roads
- Stage 2: Queenscliff Ferry Terminal Building and Signage Master Plan

This document and the attachments form Stage 1 of the Development Plan.

Figure 1.1 AERIAL PHOTOGRAPH (JUNE 2013) NEARMAP P/L



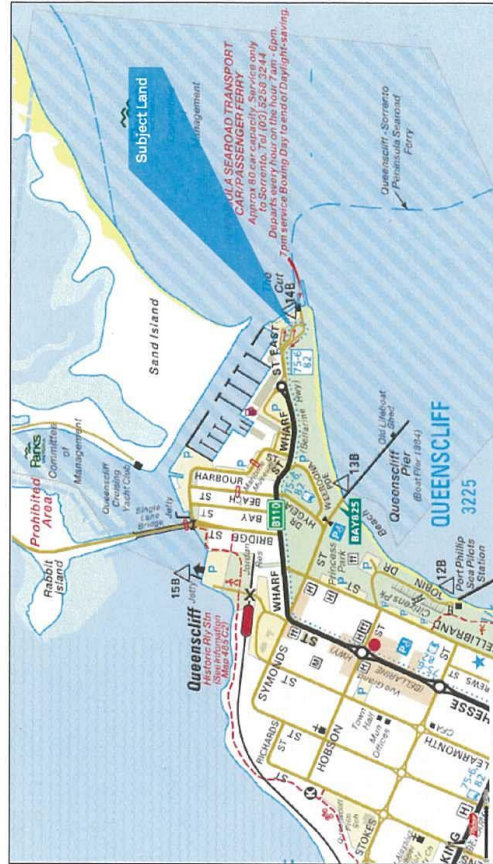
Subject Land

Contour Town Planners 4

2

The Queenscliff Ferry Terminal is located at 1 Wharf Street East, Queenscliff. Refer Figure 2.1 – Locality Plan.

Figure 2.1 LOCALITY PLAN



The proponent, Peninsula Searoad Transport Pty Ltd, T/A Searoad Ferries, currently leases the subject land under an unreserved Crown Land Lease issued under the Land Act 1958. The proponent reports directly to the Department of Environment and Primary Industries (DEPI) which is the public land manager.

The additional area which was rezoned to Special Use Zone 3 as part of Planning Scheme Amendment C23 to the Queenscliff Planning Scheme and forms part of the development plan area is also managed by DEPI.

The subject land presently comprises a ticketing building, passenger terminal, car parking, pedestrian pathways, vehicle accessways and other associated infrastructure.

3

Clause 37.01 - Special Use Zone

The subject land is affected by a Special Use Zone (SUZ3) pursuant to Clause 37.01 of the Queenscliffe Planning Scheme.

The subject land is also affected by an Environmental Significance Overlay (Schedule 1: Coastal and Foreshore Areas and Schedule 2: Swan Bay and Marine and Terrestrial Habitats).

Schedule 3 to the Special Use Zone relates specifically to the Queenscliff Ferry Terminal.

The purpose of the SUZ3 is:

- To provide for the ongoing operation and development of the Queenscliff Ferry Terminal as a key tourism asset that links the Bellarine Peninsula to Mornington Peninsula.
- To ensure that future use and development of Queenscliff Ferry Terminal occurs in an integrated manner.
- To provide appropriate development that facilitates and encourages regional tourism.
- To provide safe and efficient access to the ferry terminal and harbour for emergency vehicles, vehicles, public transport, bicycles and pedestrians.
- To provide for safe and efficient on-site vehicle movement and parking.

- To provide navigable channels and access for shipping to the Queenscliff Ferry Terminal (and Queenscliff Harbour).

- To protect the rights of all users of the Queenscliff foreshore.
- To minimise the impact of development on the Port Phillip and Swan Bay coastal environment.

Clause 5.0 – Development Plan of the Schedule contains the following requirements for the preparation of a development plan:

The Development Plan must be generally in accordance with the Queenscliff Ferry Terminal Implementation Plan 2010.

The Development Plan must be approved by the responsible authority.

The Development Plan may be prepared and implemented in stages. If staged, Stage 1 must provide for the improved access and the formation of parking within the land shown as 'Existing Ferry Terminal Lease' and 'Proposed Addition to Ferry Terminal' on the Queenscliff Ferry Implementation Plan 2010.

The Development Plan may be amended to the satisfaction of the responsible authority.

Requirements for development plan

The Development Plan or each stage of the Development Plan must describe and/or include (but not be limited to) the following:

- The location, height, dimensions, cross sections and floor area of all buildings and works, consistent with the design principles for the site.
- Elevations detailing the architectural theme of all buildings, including materials, colours and finishes for new buildings, consistent with design principles for the site.
- The use of all of all buildings. The combined leasable floor area of all retail premises must not exceed 1000 square metres including any leasable retail floor area ancillary to the operation of a transport terminal (but not including any area used solely for the sales of tickets associated with the Queenscliff ferry).
- Pedestrian, cyclist, watercraft and vehicular accessways, including parking areas, bus set-down areas, nominal loading bays, and any proposed off-site traffic management treatment.
- Location and linkages to public transport, including provision of passenger facilities.
- Provision for emergency services.

Clause 37.01 - Special Use Zone

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| <ul style="list-style-type: none"> ▪ Security fencing. ▪ The stages, if any, in which the land is to be developed. ▪ An Advertising Master Plan to provide for the orderly display of signage and signage in keeping with the character of the area. ▪ A traffic and access report which addresses: <ul style="list-style-type: none"> – A car parking demand analysis demonstrating the availability of car parking in the locality, including dedicated and shared parking. – The availability of public transport in the locality. – Location of all vehicle, pedestrian and bicycle traffic management and controls works (both on site and within the surrounding road network) considered necessary when the development or any stage is completed. – Location, layout and operation of car parking areas and internal roads for all proposed use and development including a bus and taxi drop-off area. – Provision for bicycle storage facilities. | <ul style="list-style-type: none"> ▪ A landscaping plan which shows: <ul style="list-style-type: none"> – How the site will be integrated with adjacent areas of open space in order to maintain and where possible improve public access to and along the foreshore. – Treatment and layout of the public realm and non public areas including surface treatments and planting. – The location, layout and a typical planting schedule for all landscaped areas. – Treatment of the view from the ferry terminal to Port Phillip Bay and from Port Phillip Bay to the ferry terminal. – Arrangements for maintaining the parking and landscaped areas. ▪ Design principles for the construction of any buildings on the land which address and or apply the following: <ul style="list-style-type: none"> – The overall building height must not exceed 8.5 metres above ground level (not including changes to the ground level required to accommodate projected sea level rise and coastal storm surge). – Architectural features and building services may exceed the building height subject to consideration of architectural design and views from surrounding land. | <ul style="list-style-type: none"> – New development should be contemporary in form but should utilise traditional building materials and finishes. – Buildings should incorporate roof forms that contribute positively to the local townscape silhouette. – Materials, including doors and window treatments should be durable and resistant to the coastal conditions. – Where the building is more than one storey, elevations with a combination of materials and consideration of a solid building base and lightweight upper level/roof form or top are encouraged. – Services should be well concealed (or screened) from key public view points. <p>This Development Plan relates to the Queenscliff Ferry Terminal Car Park and Access Roads (referred to as Stage 1). There are no buildings proposed as part of Stage 1 and therefore the provisions contained in these requirements relating to buildings are not relevant to Stage 1.</p> |
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Queenscliff Ferry Terminal Implementation Plan 2010

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The Queenscliff Ferry Terminal Implementation Plan 2010 is referred to in Schedule 3 of the Special Use Zone.

This plan depicts the proposed changes to the existing ferry terminal.

This Development Plan must be generally in accordance with the Queenscliff Ferry Terminal Implementation Plan 2010. A copy of the Queenscliff Ferry Terminal Implementation Plan 2010 is contained in Figure 4.1.

Stage 1 of the Development Plan is generally in accordance with the desired outcomes indicated on the Implementation Plan.

Figure 4.1 QUEENSCLIFF FERRY TERMINAL IMPLEMENTATION PLAN 2010



Development Plan

Coastal Town Planners 8



Stage 1 of the Development Plan seeks to upgrade the existing vehicle access and car parking facilities associated with the ferry terminal.

This stage responds to a range of operational matters and issues relating to the functions of the ferry terminal which were identified in Amendment C23 to the Queenscliffe Planning Scheme including:

- Inadequate segregation of pedestrians and vehicles;
- No adequate arrangements for access by emergency vehicles past long lanes of vehicles waiting to board and park outside the secure area in peak times;
- Inadequate separation of and conflicts between vehicles queuing to board the ferry and foot passenger vehicles seeking to access the car park;
- Risk taking by drivers and pedestrians in the face of congestion;
- Inadequate provision for passenger drop offs, bus and taxi parking near the terminal building;
- Poorly designed and maintained pedestrian pathways;
- Poor provision for cyclists;
- Congestion difficulties caused by circulating traffic; and
- A need to improve access arrangements to meet security obligations.

In addition, it has been identified that there is a need for additional car parking associated with the ferry terminal.

Stage 1 proposes modifications to the vehicle accessways and car parking layout to achieve the following outcomes:

- Increase in the number of car parking spaces;
- Provision of separate passenger vehicle boarding and non-boarding lanes;
- Provision of access for public transport, emergency vehicles, suppliers, foot passenger vehicles and ferry personnel;
- Integration of a public bus stop;
- Provision for pedestrian and disabled access;
- Formalisation of car parking in designated parking spaces;
- Compliance with the legislated Risk Management Plan; and
- Improved landscaping and amenity.

The scope of works for Stage 1 is generally described below:

- Earth moving to create new levels;
- Resurfacing of existing car parking areas;
- Preparation of new areas for asphalt with aggregate;
- Formation of kerbs;
- Legible footpaths which avoid conflict with vehicles;
- Vegetation planting and landscaping;
- Works to the dune between the car park and beach to erect sand management systems;
- Signage, limited to an overhead gantry sign and directional signs;
- Lighting;

- Underground cabling to run to terminal building;

- Line marking; and
- Water infiltration plant.

The following design principles have been applied to the car park, vehicle accessways and pedestrian paths:

- The works are in keeping with the natural character of Queenscliffe and the coastal setting;
- The landscaping areas include an appropriate range of native vegetation;
- A clear delineation is made between high use areas and conservation areas;
- Long term management practices will include matters relating to vehicle and pedestrian access, traffic flow and sand management;
- Best practice for access, security and public amenity.

The materials and finishes for the proposed works include:

- Vehicle pavement – asphalt surface with "green circles" to enhance the visual appearance and create a symbolic link to the natural coastal environment;
- Footpaths – sand coloured exposed aggregate; and
- Kerbing – natural concrete.

Development Plan

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The following plans and documents form part of the Development Plan and provide additional details of the proposed works.

The plans and documents are included as attachments to this Development Plan as follows:

- Attachment A: Civil Siteworks Plans prepared by Cardno.
- Attachment B: Emergency Vehicle Access Plan prepared by Cardno.
- Attachment C: Pedestrian, Vehicle and Cyclist Access Plan prepared by Cardno.
- Attachment D: Landscape Plan prepared by Edge Environmental Design Group.
- Attachment E: Traffic and Access Report prepared by Cardno.

Attachment A: Civil Siteworks Plans

These plans include:

- Locality Plan
- Demolition Plan
- Layout and Pavement Plan
- Standard Details and Pit Schedule
- Cross Sections

The Layout and Pavement Plan details the proposed works to the ferry terminal, including the proposed vehicle access arrangements, car park layout and circulation, pedestrian accessways, landscape areas and associated works.

The Standard Details and Pit Schedule plan provides details relating to the proposed works.

Attachment B: Emergency Vehicle Access Plan

This plan details emergency access to the ferry terminal.

Attachment C: Pedestrian, Vehicle and Cyclist Access Plan

This plan depicts pedestrian, vehicle and cyclist access to the ferry terminal including linkages to public transport.

Attachment D: Landscape Plan

The Landscape Plan prepared by Edge Environmental Design Group outlines the following actions to provide increased integration of the proposed redevelopment with the broader coastal setting and provide improved linkages with the foreshore, adjacent harbour development and the proposed coastal walking trail:

- *Planting within the parking area to consist of low-growing, indigenous coastal shrubs and ground covers, selected to match planting theme within the harbour development and to be compatible with existing adjacent coastal dune vegetation.*
- *Use of gravel mulch on garden beds to facilitate easy maintenance of vegetated areas without requiring excessive intervention.*
- *Dense planting of Coastal Cushion Bush (Leucophyta brownii) on the margins of the southern, seaward side of the site to mitigate sand blow into the car park. Continuous vegetation cover should be maintained on the balance of the dunes to enhance sand capture.*
- *Upper storey planting of Coastal Banksia (Banksia integrifolia) to provide shade for pedestrians in locations that will not impede visual scrutiny of the car parking area.*

Development Plan

- Construction of an exposed-aggregate concrete pathway to create a safe pedestrian network for passengers and the local community. This pathway will allow pedestrian traffic from the ferry terminal to access the Queenscliff town centre via the proposed coastal walking trail or via the adjacent harbour development. The path surface should be smooth enough to accommodate use by pedestrians with wheeled luggage.*

Provision of an applied surface finish – green circles painted in a resistant road marking material – to enhance the visual amenity of the site and break up the uniformity of the parking area. (specifically when seen from the elevated viewpoint of the adjacent harbour viewing tower).

Creation of a gravel-surface group assembly area adjacent to the ferry terminal that will not be impeded by vehicle parking.

The landscape plan depicts existing and proposed landscaping within the development plan area.

There is also a description of the arrangements for maintaining the landscaping around the parking and pedestrian areas (Refer to Sections 1.0, 6.0 and 7.0 of the Landscape Plan).
- Attachment E: Traffic and Access Report

The Traffic and Access Report prepared by Cardno provides the following summary and conclusions:

 - Queenscliff Ferry Terminal is currently served by 15 formal paved parking spaces, augmented by gravel areas adjacent to the car park and foreshore and staff parking accommodated within the secure departure area. A notional provision of 50 additional spaces for ferry passengers has been allowed for in assessment of the car parking provision for the adjacent Queenscliff Harbour Development.*
 - Vehicular access to the terminal is provided via Wharf Street and Wharf Street East, with effectively two inbound and one outbound traffic lane providing for vehicular traffic generated by the terminal, with ineffective separation provided between traffic queuing to access the vehicle toll booths and traffic seeking to access the terminal car park.*
 - Pedestrian access is provided to the terminal via a gravel path to the south of Wharf Street East. Within the terminal area, the path is poorly defined, with informal parking along the verge often requiring pedestrians accessing the ferry to walk along the egress road way.*
- Parking surveys undertaken on Sunday 14th October, 2012 showed a maximum of 103 cars parked within the Terminal area at 2pm, including 77 cars within informal areas on verges and adjacent to the foreshore. At that time, the main car park serving Queenscliff Harbour was effectively fully occupied.*

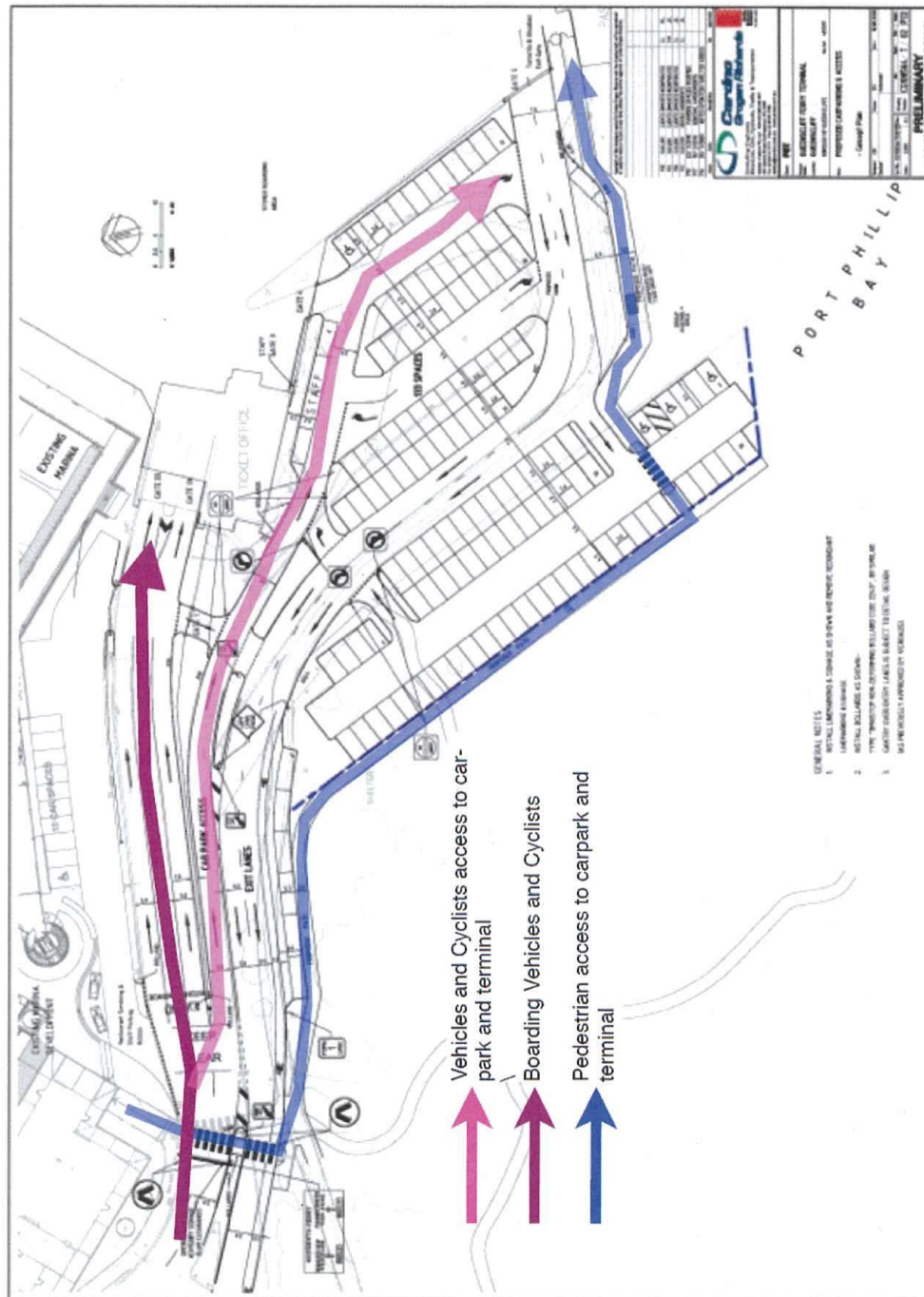
- Based on counts of pedestrian movements onto and off the ferry and previous data available on travel mode and car occupancy of ferry passengers, it is estimated that a peak passenger demand of approximately 148 cars was generated on the survey day.*
- Peak traffic generation occurred between 5pm and 6pm when 136 vehicle movements were generated from the terminal.*
- Ticket sales for the period July 2011 and June 2012 showed an annual total of 74,449 walk-on passengers, 26% higher than comparable figures for 2004/2005, equivalent to an annual growth rate of approximately 3.4%. An absolute peak of 1007 passengers boarded on one day, generating a parking demand for an estimated 286 car spaces.*
- The proposed Traffic Development Plan for the Queenscliff Ferry Terminal proposes the following features:*

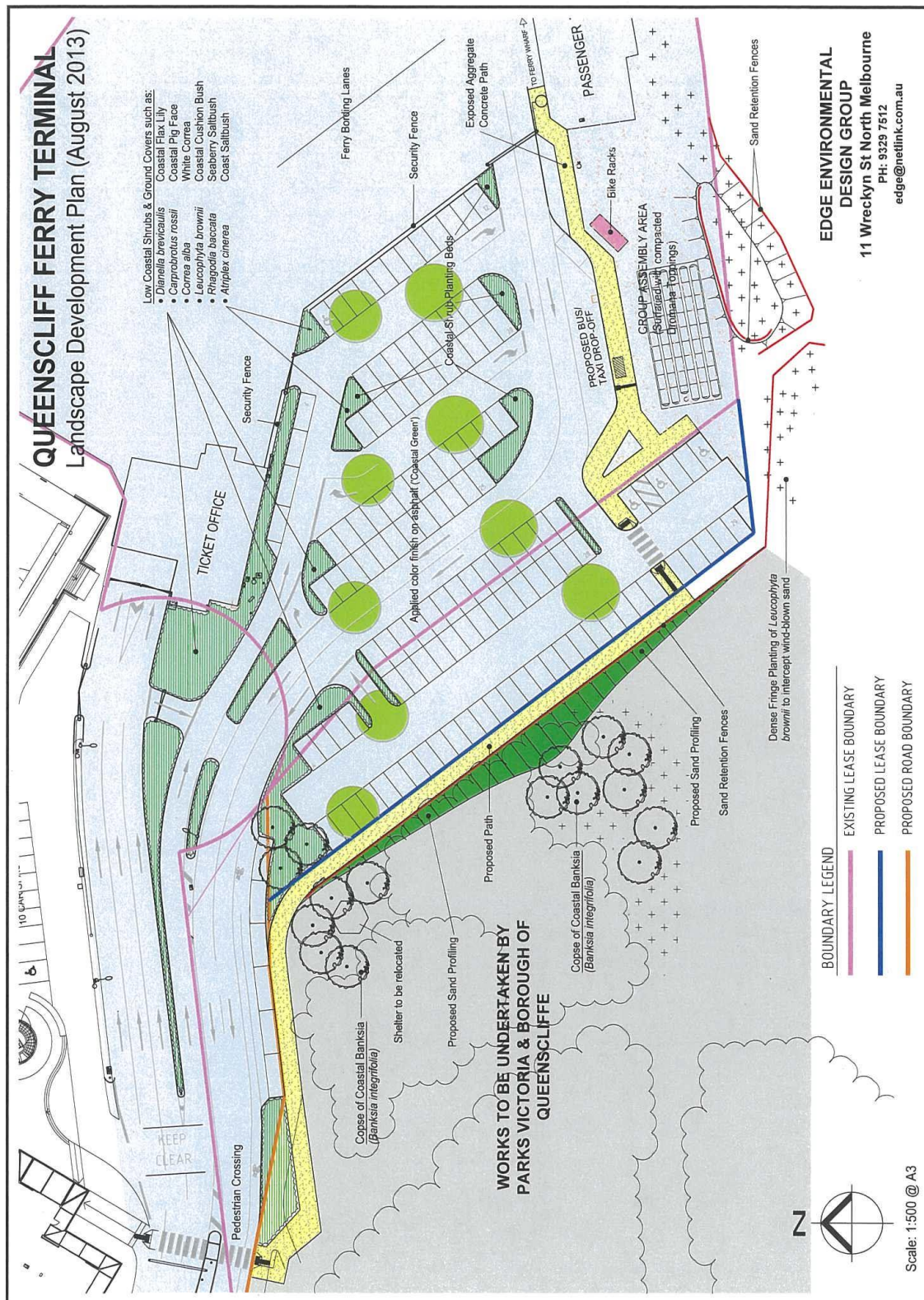
Development Plan

- Two inbound lanes in Wharf Street east on the exit to the roundabout, one providing access to the vehicle ticket office lanes and one providing clear access to the ferry terminal car parking area and bus stop.
- Three queuing lanes leading to the vehicle ticket boxes, to provide for additional queuing areas (for 25 cars) and the opportunity to designate a separate lane for vehicle checking if required for security purposes.
- An exit lane for vehicles caught in the queuing lane who may no longer wish to board the ferry.
- Two outbound lanes from the ferry terminal, merging to a single lane prior to the pedestrian crossing and the roundabout.
- Car parking for 133 vehicles outside of the secured area, including 6 spaces along Wharf Street East.
- Improved vehicle circulation within the terminal car park.
- Disabled parking near the terminal building.
- Bus stop and taxi drop off area near the terminal building.
- A continuous 2.0 metre wide footpath between the terminal building and the Queenscliff Harbour, township and foreshore separating pedestrians from vehicles departing the ferry.
- Overhead directional signage east of the roundabout.
- The proposed parking provision of 133 spaces outside of the secure area will continue to rely on overspill parking being absorbed by the adjacent Queenscliff Harbour parking provision on at least 80% of days throughout the year. The overall parking provision, including allowance for 50 spaces at Queenscliff Harbour, will reasonably accommodate peak season demands for approximately two thirds of the time.
- The proposed improvements to car parking layout and circulation, separation of pedestrian and vehicle traffic and improvements to vehicular access will result in a safer and more efficient operation of the ferry terminal.



Pedestrian, Vehicle & Cyclist Access-ways







9. CLOSE OF MEETING