



Point Lonsdale Civic Association Inc.

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Representing Point Lonsdale Residents since 1910

March/April 2023 Newsletter.

2023 Annual Subscription Payment and Donations

The annual subscription payment for 2023 is due by the date of the AGM, being 6 January 2023. The subscription amount for 2020 is \$10 per person. Donations are welcome and appreciated, in addition to the payment of the subscription amount. The preferred method of payment is by Electronic Funds Transfer (EFT) to the PLCA bank account. Alternatively, payment can be made by cheque – however as we have lost Bendigo Bank facilities in Queenscliff, EFT payment, rather than cheque (which we have to bank in Ocean Grove) are preferred.

[Online Membership Renewal Form](#) (Renewal)

[Online Application for Membership](#) (New Members)

Please click the **Online Membership Renewal Form** from link above. You will be directed to a Google Form, complete it, then hit 'Submit' – and you'll receive further instructions on EFT bank details, to complete your EFT payment:

Alternatively, use PDF form below; print and scan and email to us, or deliver at a meeting, or post.

[Print out Membership Renewal Form](#)

The PLCA bank account details are:

Account Name: Point Lonsdale Civic Association
Bank: Bendigo and Adelaide Bank
BSB: 633108

Account Number: 131346017
Description: Surname and Initials of the member must be shown

If payment is made by cheque, please write your name on the reverse of the cheque if it is from an account different to your name. Please, **DO NOT** send cash via the post.

Please ensure you complete the Membership Renewal and Subscription Payment form.

New Members: Click link above, **Online Application for Membership**, and fill in online and hit 'submit' - and you'll receive further instructions on EFT bank details, to complete your EFT payment.

Or, use PDF form below; print and scan and email in to us, or deliver at meeting, or post.

[Print out Application for Membership Form](#)

New Committee Members Required!

The Association still desperately needs new committee of management members to help out. All the current committee members are passionate about 3225, but we do need some extra help to lighten the load for all of us. There are many issues, in particular in CoGG 3225 that we need to start to address. If you are interested, please contact the Secretary for further details: plcasecretary@gmail.com

Borough Active Transport Strategy.

Queenscliffe Council will soon release their Draft Active Transport Strategy 2023 -2031 for public comment for a period of 28 days. The current revised Strategy, which forms part of the Borough's Climate Emergency Response Plan, follows an earlier draft based on work done by Ratio consultants and feedback received from local residents and organisations. The document is here: [Active Transport Strategy](#)

From the document linked above, the Strategy's executive summary indicates the following:

This Borough of Queenscliffe Active Transport Strategy (QATS) sets out the strategies, actions and initiatives that should be implemented over the next 10-years to achieve the overarching vision which was developed with the community in early stages of the consultation for this strategy:

“A connected Borough, where walking, riding and wheeling are safe and enjoyable ways of moving to, from and around the Borough regardless of age or ability.”

Council recognises and is committed to working with and collaborating with all levels of government, key local stakeholders including active transport users, residents and other organisations or authorities to deliver the strategies outlined in QATS.

This strategy and the vision that drives it has been prepared through consultation with our community and key stakeholders who use and manage the existing network.

What is Active Transport?

Active Transport is anything that gets people moving and their blood pumping while travelling from one destination or place to another.

This includes walking, riding and other non-motorised forms of mobility such as skating, rollerblading or scooting. It also includes non-motorised wheelchairs.[image: page5image2559788736]

Active Transport for the Borough of Queenscliffe

Walking, wheeling and cycling is not only a great way to get around but also is good for our health, well-being and the environment. It is also a key tourism attraction, with the Bellarine Rail Trail connecting the Borough to Geelong and also the Mornington Peninsula via the Queenscliff Torrent Ferry.

Active travel is already one of the major ways to get around the Borough, with many high quality and well connected paths and trails. Notwithstanding, the network is incomplete, and these missing links create barriers for participation.

The majority of residents within the Borough of Queenscliffe live within walking or cycling distance of key destinations such as shops, recreational and community facilities. Removing the key barriers will open up active transport to a wider range of users.

It has to be noted also that the communities of Queenscliff and Point Lonsdale are different and each town is a unique place in its own right. The objective though for the Borough is clear, streets should be safe and comfortable for all people no matter where they live.

Key Strategies and Initiatives

The following four strategies are identified as those which will have the most significant impacts on achieving the vision for Active Transport within the Borough of Queenscliffe.

1. Make the Borough the first 30 k/mh municipality in Australia.

The connection between the speeds of vehicles and chances of injury or worse a fatality are well researched and accepted.

At 30km/h the chance of a pedestrian surviving a crash is 90%, which is significantly higher than if the same crash occurs at 50km/h (10% chance of survival), the current default speed limit within Victoria .

The implementation should initially focus on Point Lonsdale, where there are next to no footpaths in local residential streets, and users often are required to walk on the road carriageway.

Making the Borough of Queenscliffe a 30km/h wide municipality will ensure safe streets for all people.

2. Complete the pathway network.

The strategy identifies a pathway network catering for pedestrians and also bike riders (along shared and regional paths).

A complete, connected and well-designed pathway network will provide smooth and continuous and safe access along key streets and places within the Borough.

Initially, a 10-year program of pathways has been identified, including pathway upgrades and missing links, at a cost of approximately \$1.76 million.

These priority pathway projects, established using a multi-criterial analysis, are primarily focused on filling in the missing links around key destinations and on higher order path networks.

3. Finish the missing links in the Bellarine Rail Trail.

The key missing link in the Bellarine Rail Trail is Murray Road, between the Bellarine Highway and City of Greater Geelong border. In this section of road, vehicles mix with both higher volumes of pedestrian and cyclists.

At the other end of the Borough, the Bellarine Rail Trail has no natural conclusion or way to access the Ferry and Hesse Street.

A number of key pathways, and cycling projects are identified as high-priority strategies for implementation.

4. Implement bicycle parking at key locations across the bicycle network and at key locations.

There is a critical need to not only address the shortfall of bicycle parking, but to also provide much more to facilitate the aspirational increases in bicycle trips made within the Borough of Queenscliffe.

The QATS sets out an ambitious target to implement 200 bicycle parks (e.g. hoops, racks, or other types of bicycle parking) by the year 2032, with 100 in both Point Lonsdale and Queenscliff.

Once we have the final version The Association intends to carefully consider the QATS and formulate a submission, however before implementing the 30km/h speed limit as trial in designated Point Lonsdale streets we would strongly recommend a survey of those residents affected be undertaken first by Council.

Bellarine Distinctive Area Landscapes Legislation.

At our last members meeting held on Friday the 24th of February our recently elected Bellarine MP Alison Marchant indicated that final approval of the Bellarine Distinctive Areas and Landscapes Declaration was not far away. According to Alison only one remaining agency (Responsible Planning Entity) needed to sign off before final State Government approval. However, the Association understands there may be a legal

challenge to the Bellarine DAL/SPP by developers fighting approval of the Declaration. Amongst other things Alison also indicated that the cost of train travel between Geelong and Melbourne would be reduced (an election promise) and the duplication of the Grubb Road, which is one of the area's priority road projects, would be staged over a period of time.

Meanwhile, at our 2023 AGM Meeting, the Borough's CEO recently indicated that funding for the implementation of the Bellarine DAL/SPP at a local level may be a problem following costs associated with the last round of hearings in 2022.

Point Lonsdale Rock Sea-Wall Safety concerns.

Recently, the Association wrote to DECCA (Department of Energy, Environment, and Climate Action) Barwon South West, about concerns raised about the rock sea-wall near the Springs Beach in particular undercutting on the Queenscliff side of the launching ramp extending north to Logs Car Park in the Narrows, where some of the larger anchor rocks (at the base), support the steep wall above. The rocks appear to have moved with recent big seas. In certain areas the overhanging rocks appear to be quite dangerous. The fear is that children, holiday makers or locals using the beach may be injured.

We received a reply in early March. DECCA stated:

The last condition inspection by civil engineers was in May 2021 and it was found to be in good condition. (Editor's Note: known as Revetment S761047, Lonsdale Revetment East)

As it has been almost 2 years since the last inspection, our team are now working to engage civil engineering contractors to undertake another independent inspection. The inspection will document any changes in the condition of the asset since 2021, assess risks to public safety and recommend any actions. We anticipate that this inspection will be carried out within the next fortnight.

We will provide a further update to you following the inspection and engage with the Borough of Queenscliff if there are any follow-up actions which Council can support.

We will update our membership if we receive any follow-up.

Point Lonsdale Maritime and Defence Precinct

The re-cladding and re-roofing of the former P1 army huts with new corrugated iron has virtually been completed and new doors and windows have also been installed by Council contractors however to date there has been no internal fit out of the buildings until potential users are identified and their requirements determined. Essentially the inside of each hut is virtually the internal frame plus the original flooring. Hard surface pathways connecting the huts are being installed, however so far none of the buildings appear to have power connected.

It's our understanding that to cover the full cost of improvements Council will need to contribute some \$280,000 in addition to the original funding allocation made by the State Government (RDV Grant). It's also our understanding that when the refurbishment is completed that the Council will ask for expressions of interest for use of the buildings.

Still to come, by way of Council funding, is a rebuild of the existing toilet facility. The existing public toilet, which was damaged in the 2021 storm, is clearly the worst in the Borough and desperately needs replacing. The Association recommends community participation in the design of the new toilet block so that it's compatible with the restoration of other buildings on site and is not just an off the shelf design to suit a budget.

It seems that the additional \$1 million State Government grant will now be administered by Queenscliff Council and a Project Steering Group will be established to oversee completion of the project. Projects to be funded hopefully will include an all-abilities access path between the car park and pier, improvements to at

least 2 of former WW2 military installations, power to the 4 P1 huts, restoration of the lighthouse surrounds, and improvements to the car parking area, pathways and vegetation.

Southeast Bellarine Coastal and Marine Management Plan (CMMP) Update

The City of Greater Geelong has recently approved a new 10 year coastal strategy to enhance a 5 kilometre x 200 metre wide stretch of marine and coastal reserve that extends from Point Lonsdale to Collendina near Ocean Grove. The plan has been developed in close consultation with Wadawurrung traditional owners, land management group, landholder group and a community representative group which included PLCA. This area is part of Bellarine Peninsula Southern Coast which is now recognised as a State Significant Landscape extending from the eastern tip of Queenscliff through Buckley Park Foreshore Reserve, the mouth of the Barwon River and beyond to Breamlea. The CMMP, which is awaiting final approval by State Government, will be followed by a Southeast Bellarine Biolink Master Plan which encompasses a wider area including Lonsdale Lakes wildlife Reserve, moonah woodland and private land.

Queenscliffe Coastal and Marine Management Plan (CMMP) Update

On the 17th of March representatives from the Association and other civic and environment groups in the Borough met with 4 Councillors, Council Planning Officers and Michelle Dickson - a BoQ consultant who specialises in coastal management plans. Our main purpose for requesting the meeting was to discuss raise some strategic issues before the next draft of the document appears in July/August this year. Disappointingly none of the other CMMP Steering Committee members, which included CCMA, Wadawurrung and 2 local community representatives, were present to get a feel for what was being said by the community groups.

Following an introduction and background by the Chairperson and an analysis of the submissions from last year's public consultation by Council's planning officer, further feedback was provided by those groups who attended. Sadly Council's consultant indicated new limitations on the scope of the CMMP has greatly reduced the coastal area that can now be considered in Borough CMMP. Coastal areas that are exempt include all Council's freehold land including: Ganes Reserve and Murray Road (these are regarded as separate precincts apparently), YMCA Camp and Golightly Caravan Park, plus Council's Crown Land Committee of Management areas including The Queenscliff Recreation Reserve and Victoria Park and the former Queenscliff High School site. It seems the marine component where Council has no role is also excluded.

Effectively the number of Coastal Precincts in the Plan has now been reduced to 8 and the only coastal caravan park that can be considered in the CMMP is Royal Park. It's interesting to note that CoGG's recent endorsed CMMP for the Southeast Bellarine coastal strip (5 kilometres x 200 metres wide) between Point Lonsdale and Ocean Grove had no such exemptions. Clearly the exclusion of large areas of coastal land under Council's control is a great disappointment.

Some issues identified by various groups included:

- The need for greater integration and consistency with other coastal land managers including DEECA, Parks Victoria Parks, Vic Track (largest crown land holder in the State), Dept of Education and Barwon Water.

- Need for a bio-diversity audit of the coastal areas.
- An update and review of projects listed in last year's draft.
- Weed and vegetation management particularly along the dunes.
- A reassessment of the coastal precincts to include all exempt areas.
- Impacts of stormwater drains on the areas waterways.
- Integration of a masterplan for the Point Lonsdale Lighthouse Reserve into the Borough CMMP.

It is anticipated that the next draft, taking into consideration all the submissions and community feedback, will be available for public consultation in July/August this year.

Queenscliffe Boat Ramp Rebuild (Completion of Stage 2 Works)

The Queenscliffe Boat Ramp rebuild is nearing completion however there are a number of outstanding issues that still need to be completed by Better Boating Victoria (BBV) and Queenscliffe Council including raising the

height of the rock revetment seawall along the frontage to Swan Bay to counter projected sea level rises, replanting of replacement trees and vegetation in the designated garden beds in the parking bay areas, completion of the promised rail crossing and pathway from north Hesse Street providing greater safety for pedestrians wanting to access the boat ramp area, the Bellarine Rail Trail and Hesse Street.

The Association understands that the cost of the rail crossing is to be borne by BBV and the connecting path to Hesse Street by Council. Following the recent installation of a floating pontoon housing, a kayak launching facility modifications have been requested to make it better suited for local kayak users.

Fisherman's Flat Heritage Review HO1

The Borough held a meeting in the Hub on the 9th of March to discuss the contents of a recently released heritage consultant's report on Fisherman's Flat. Following recent planning issues Council is looking to strengthen the precinct's heritage provisions, review the contributory and non-contributory housing categories, correct previous errors and test the accuracy of previous heritage studies. It seems the Fisherman's Flat Heritage Review is the first of 10 precinct reviews to be undertaken in the Borough. Some 25 Fisherman's Flat residents and others attended plus 3 Councillors, the acting CEO, 2 BoQ planners and Council's heritage consultant in what was at times an "interesting meeting". Essentially the Fisherman's Flat folk thought there were problems and consultant's review needed more work - no one had been asked about their heritage properties – seemed to be a common theme. A former mayor, and long-time FF resident, was scathing in his assessment of the draft report.

Interestingly Council's planner indicated the key heritage document is still the 1984 Queenscliffe Urban Conservation Study (incorporated in the planning scheme in 1984). Subsequent heritage reviews in 2009 and 2019 were Council endorsed but not incorporated into our Planning Scheme because they were found to have errors. The 2023 HO1 review process will take at least 18 months to complete before being approved and becoming an incorporated document to Queenscliffe Planning Scheme.

Bike Park Update

In line with its annual plan and priority listing, Queenscliffe Council will continue work on the Point Lonsdale Bike Park and Youth Activity Precinct in the Narrows despite there being no government funding so far for the project. The plan is to construct the new two part facility adjacent to the existing Skate Park near the Bellarine Highway. CoGG are also planning a large youth bike park (pump track and jump park) for Kingston Park near the corner of Grubb Road and Shell Road, Ocean Grove. The Association understands that DECCA approval will be needed for the facility.

Yours Sincerely,

David Kenwood – President PLCA.