

**SUBMISSION TO PARLIAMENTARY ENQUIRY
INTO DEVELOPMENT OF PUBLIC LAND.**

**CONSENT FOR USE AND DEVELOPMENT
OF PUBLIC LAND**

For

**SOUTHERN OCEAN BEACH HOUSE
PROPOSAL PORT CAMPBELL**

*Port Campbell Professional Fishermen's
Association.*

November 2007

**c/o Ms Marion Gordon
12 Lord Street
Port Campbell 3269
Ph 55986268.**

THE FISHERMEN'S CAR PARK PORT CAMPBELL.

Following significant structural collapses along the coastline in the 1980s, the then Victorian Roads Board conducted extensive tests and after monitoring the situation closed the section of the Great Ocean Road immediately past the entrance to the port. The Board was concerned that the sea caverns under this section of the road were at risk of collapsing. This caused Lord Street/Great Ocean Road to become a 'dead end' street, resulting in the Fishermen's Car Park (FCP) becoming the only turning point. Lord Street is now a 20k shared zone. At this point in time there is no signage to indicate that Lord Street is a No Through Road and it is not unusual to see congestion and confusion in the FCP.

The FCP is intended to provide commercial and recreational boat trailer parking infrastructure for the port facility, as it has done for over 50 years. There are eleven designated spaces for recreational boats and trailers, an area for professional boats and trailers and fourteen spaces for cars. There is no other area within the port precinct and surrounding lands that can be allocated for this purpose.

In a letter to Mr. Paul Younis, (Manager Infrastructure and Development, Corangamite Shire), on 22nd October 2001 from Department of Natural Resources and Environment. Mr. Grant Hull (Manager Coasts and Land Use, South West Region), states
'I refer to your letter dated 20th September 2001 in respect to NRE comment on the draft Port Campbell Urban Design Framework. The Department has reviewed the document and offers the following comment' which includes P39 10.2 "There is a need to recognise that the port is a working port in the objectives for this precinct. Commercial operation of the port should be supported through provision of appropriate access and support infrastructure".

A Road Safety Audit carried out in January stated that, *"The Jetty Car Park serves as a turning point at the Southern end of Lord Street. It creates an unfortunate interaction of through (turning) vehicles and pedestrians. The entry curve to into the car park is a short radius bend and visibility of pedestrians upon entry is not good".* At present it is classed as LOW RISK, but with coaches and cars entering from a large development would become HIGH RISK.

Unimpeded access and egress to the pier is not only essential for the professional fishermen, but also recreational fishermen, the charter boat which also acts as an off shore search and rescue boat as well as the Surf Life Saving rescue boats.

The proposed exit from the porte cochre does not allow enough turning space for a coach and the developer is requesting use of public land (which includes removal of four car parking spaces) to solve this problem.

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The proposed development occupies 97% of the land. The developer has already purchased two adjoining properties and expressed interest in purchasing another three.

The proposed exit for the Southern Ocean Beach House should be via Lord Street not the FCP. It seems only fair and reasonable that the Plans for the development be down sized to stay within the boundary of the title.

IT IS NO NECESSARY FOR THE DEVELOPER TO USE PUBLIC LAND.