



***Cowes to Stony Point
Vehicle Ferry draft Business Case
February 2018***



Project Context

Phillip Island and San Remo Visitor Economy Strategy 2035 – Growing Tourism

Objective:

- Increase visitor spend
- Grow off-peak visitation

State Government funded - Council managed the Project

Earthcheck were appointed to develop the Business Case



Project Purpose

Develop a business case to determine the cost, requirements and viability of a vehicle and passenger ferry service between Mornington Peninsula and Phillip Island



Great Southern Coastal Touring Route



An iconic touring route which connects the Great Ocean Road with the Gippsland Lakes and includes the Mornington Peninsula, Phillip Island and Wilsons Promontory



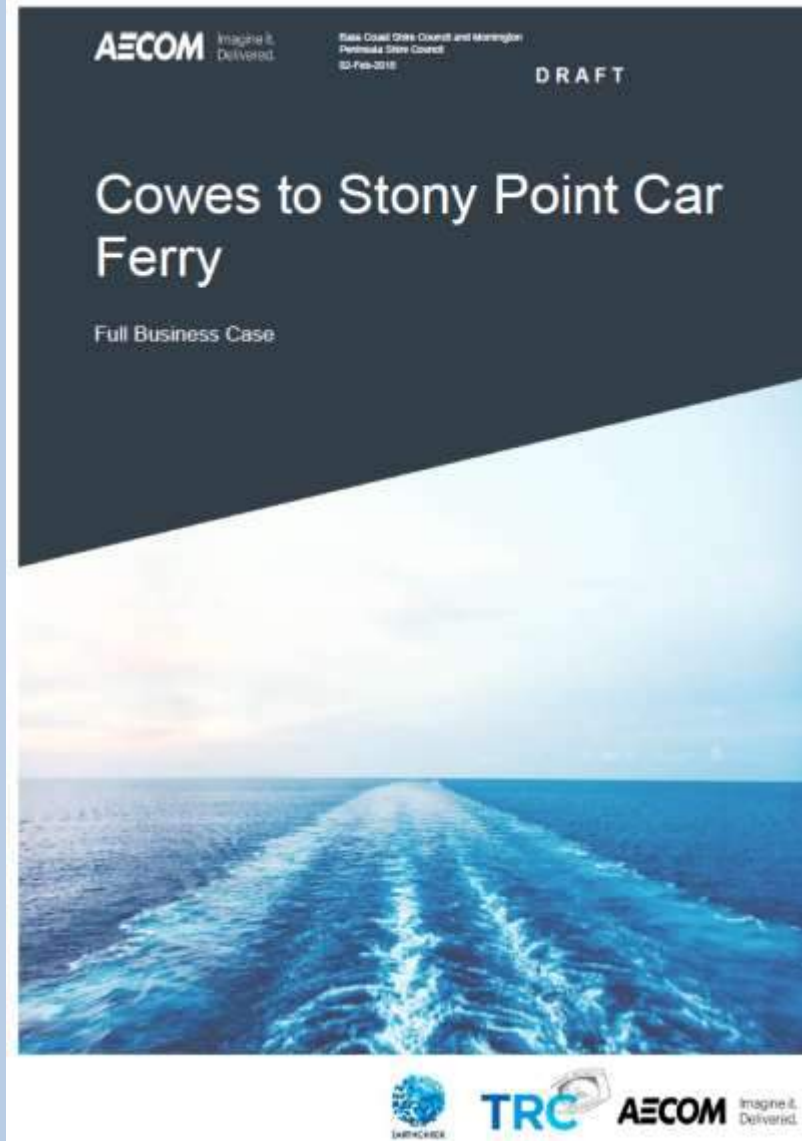
Where are we?

-  KICK OFF (SEPTEMBER 2017)
-  COMMUNITY CONSULTATION (SEPT-JAN 2017)
-  DISCUSSION PAPER RELEASED (5 DECEMBER 2017)
-  FEEDBACK COLLECTED ON DISCUSSION PAPER (DEC 2017 - JAN 2018)
-  DRAFT BUSINESS CASE (FBC) RELEASED (16 FEB 2018)
-  FBC PRESENTED TO BASS COAST SHIRE COUNCIL (21 FEB 2018)
-  FBC PRESENTED TO MORNINGTON PENINSULA SHIRE COUNCIL (27 FEB 2018)
-  CONSULTATION/FEEDBACK ON THE FBC* (FEB – APRIL 2018)
-  FINAL BUSINESS CASE TO COUNCILS 18/4 (BSC) and 24/4 (MPS) 2018

*Subject to consideration by Council



Draft Business Case - February 2018



Draft Business Case – Key Points

Route Options Investigated

Four project options were investigated with various routes and terminal locations impacting mainly on Cowes.

Route Option 1:

Stony Point to Cowes with a jetty terminal at the Cowes Yacht Club.

Route Option 2:

Stony Point, Tankerton (French Island) and Cowes with a jetty terminal at the Cowes Yacht Club.

Route Option 3:

Stony Point to Cowes with the Cowes side requiring passengers to embark/disembark at the existing Cowes jetty, and vehicle embarkation/disembarkation at a site adjacent to the Anderson Road Boat Ramp.

Route Option 4:

Stony Point to Cowes with a jetty terminal immediately to the west of Mussel Rocks.



Draft Business Case – Project Benefits

Bass Coast, Mornington Peninsula & Regional Victoria

- Economic Impacts to the region of up to \$93.308m
- The opportunity to develop an iconic touring route that could increase the touring market from 1% to 7%, which is more in line with the regional average of 8.5%. This touring market is then predicted to increase annually by the growth rates, equating to an additional 160,000 – 180,000 visitors per annum.
- Increased employment opportunities for local communities including a potential 172 direct and indirect jobs (year 1) growing to 353.2 jobs (year 30).



Recap on community feedback

- There has been a range of views expressed by the community, but overall they see benefits of connectivity, local employment, increased tourism and economic benefits.
- A range of consultation methods were used including mail outs to residents within the proposed locations, drop-in session, meetings with key stakeholders advertisements in local papers, an online survey, social media postings, as well as significant engagement via email and phone.
- Bass Coast Shire Residents and Industry on average supportive of project. (66.13%) Unrest is around environmental impacts, traffic congestion and the location of the terminal in the township.
- Mornington Peninsula Shire Residents and Industry are very supportive of the project. (87.32%), but wanted to ensure prices are not exclusive of locals and families, upgrade facilities inc. Boat Ramp area, BBQ/Toilets, and ensuring there is sufficient parking.



Draft Business Case



Draft Business Case – Key Points

Preferred Option for Cower Ferry Terminal, Option 4, Mussel Rocks

Route Option 4:

Stony Point to Cowes with a jetty terminal immediately to the west of Mussel Rocks.

- A vehicle ferry service between Stony Point and Cowes (at a site immediately to the west of Mussel Rocks).
- Features of the service would include:
 - 10 sailings each day between Stony Point and Cowes (five in each direction). With capacity to expand to 14 sailings each day (seven in each direction) during peak holiday periods
 - The ferry would have capacity for approximately 30 private vehicles, two coaches or articulated trucks, and up to 300 passengers (walk-on and with their own vehicles)
 - At Stony Point, a new jetty would be constructed adjacent to the existing structure, a small terminal building constructed, a car marshalling area incorporated and the car park expanded
 - At Cowes, the ferry would use a new jetty and terminal built immediately to the west of the carpark at Mussel Rocks. This would include a jetty, small terminal building and bus marshalling area. The jetty has been designed to accommodate two lanes of traffic (in addition to a safety lane), to avoid the need for landside car marshalling.

Draft Business case – Key Points

Total Capital cost of Option 4 is \$80.3million

Benefit Cost Ratio (BCR) Option 4 = 1.67

This equates to a return of \$1.67 for every dollar invested

Potential challenges

- Environmental impacts associated with establishing a second link ferry between Stony Point and Cowes
- Potential adverse impacts on the existing Cowes to Stony Point passenger ferry service



Draft Business Case – Key Points

Artist's impression



Draft Business Case – Key Points

Benefits of Option 4

Stony Point to Cowes with the car ferry terminal close to Mussel rocks

- Removes the need to relocate the Cowes Yacht Club
- Requires a shorter jetty than other options
- Is the closest to Cowes town centre for pedestrians
- No residential land acquisitions are required
- Has several traffic flow options for access to and from the site
- Traffic queueing on the jetty to remove the need for significant on land parking



Draft Business Case – Key Points

Issues still to be clarified / addressed

- Whether there will be an exclusion zone? ie can locals use jetty to fish?
- Unimpeded access to walk along the beach under the jetty
- Traffic flow for access to and from the site
- Further environmental studies required
- Landscaping and other treatments to 'soften' the visual impact of the site
- Impact on residents adjacent to the site - during construction and after
- Impact on existing passenger ferry service
- Dredging requirements if any



Draft Business Case – Key Points

- Mixed community sentiment over the project, however majority supportive
- Anderson Boat Ramp location strongly opposed by locals who feared it was the preferred location
- Council confirmed Anderson Road Boat Ramp was not the preferred location in a press release on 8 January 2018
- A comprehensive Consultation Plan implemented between 22 February and 6 April 2018

Information on Resident Concerns regarding the Cowes to Stony Point Vehicle Ferry Business Case

The beach is a community asset, will this destroy the visual amenity and reduce access to the beaches on Phillip Island?

The project team is conscious of the importance of the beach as both a community and tourism asset and has aimed to provide project options that minimise shoreline impact. The design under consideration uses a pile structure and extends the jetty in order to minimise impact to natural vegetation and where possible avoid beach areas. This design aims to minimise the impact on tidal flows and erosion and avoids the need for operational dredging. Further design details can be found in the Design Implications section of the Discussion Paper, and will be expanded upon further in the draft Business Case, due for release in February.

I am concerned that a large section of beach will be unusable due to a rock wall and concrete pier about 30-50 meters wide

The suggested rock wall and concrete pier design shown in currently released to the Discussion Paper are of a previous concept (from the 2010 report), which was discussed by Council. This design was also proposed for the Cowes Jetty Dike and was dismissed by the Community and by Council. The current design being considered in the Business Case instead recommends a pile jetty structure with diagonal berths that extends out into deep water. This design significantly reduces the need for concrete and does not include dredging, a rock wall or concrete barrier.

I am concerned with erosion effects from dredging, ferry motion and the impact to sandy beaches with rock walls e.g. Sorrento, Queencliff and Portsea

The current design does not require dredging, and due to current regulations any dredging would eventually trigger an Environment Effects Statement (EES) referral. If the project proceeds it would progress to an environmental assessment and monitoring phase, as well as detailed design and finally development approval – all of which would involve additional community consultation.

Preliminary environmental investigations have resulted in the current design having the benefit of not requiring dredging or impacting coastal flows, utilising existing deep water areas to reduce the impacts to the coastline and other recreational beach activity from vessel backwash.

I am concerned about a possible negative impact on wildlife. Particularly the Hooded Plover nesting areas, seals, dolphins and native birds.

As stated in the Visitor Economy Strategy for Phillip Island and San Remo, the environment of Phillip Island is the future of the economy. The project team is very aware of the need to ensure environmental issues are central to the consideration of the car ferry proposal. The environmental impact on native wildlife, particularly the hooded plover nesting areas, will be explored in the draft Business Case. It will be an integral part of the Project's final recommendations outlining which site in Cowes would have the least impact to both the community and environment. For a current overview of the preliminary research please refer to the Design Consultation section of the Discussion Paper.



Draft Business Case – Key Points

Consultation Currently Planned

Have your say at the drop in “Open House” information sessions.

	Phillip Island Information Marquee	Mornington Peninsula Drop-in session
Locations	Mussel Rocks BBQ Area The Esplanade, Cowes Phillip Island	Crib Point Community Hall 7 Park Road, Crib Point
Dates	11, 12 & 13 March 2018 (Sunday, Monday & Tuesday) 19 & 20 March 2018 (Monday & Tuesday)	20 March 2018 (Tuesday)
Times	10.00am – 4.00pm	2.00pm – 8.00pm

The draft business case is available to view online at:

basscoast.vic.gov.au/carferry or mornpen.vic.gov.au/stonypointcarferry

More information about the vehicle ferry is available from Council’s Visitor Information and Customer Service Centres across Bass Coast and Mornington Peninsula Shires

Have your say online at



[SurveyMonkey.com/r/ZGJX768](https://www.surveymonkey.com/r/ZGJX768)

Direct Feedback to EarthCheck consulting team



consulting@earthcheck.org

More information - Daniel Kluge, EarthCheck



07 3238 1901 or 0409 326 630

Draft Business Case

Development Approvals, subject to State Government funding

Further Investigation required for:

- Cultural Heritage
- Environmental impact statement, including flora and fauna
- Advanced traffic assessment
- Detailed engineering plan
- Planning Scheme Amendment application

Construction 2 + years (pending planning approval)



Next Steps

Further Community Consultation

16 Feb

- Draft Business Case released online by Bass Coast Shire Council 5.00 pm
- Online Survey launched on council websites and emailed to stakeholders

16 Feb –
6 Apr

- Car ferry Fact Sheets available for download from Council Websites and hard copy from Council Visitor Information and Customer Service Centres.
- Meetings scheduled with Key Stakeholders during the Consultation Period

21 Feb

- Bass Coast Shire Council - Draft Business Case due for consideration by Council for release to public for comment.

27 Feb

- Mornington Peninsula Shire - Draft Business Case due for consideration by Council for release to public for comment.

11 – 20
March

- Phillip Island Open House Consultation sessions 11-12-13 March and 19-20 March 2018



Next Steps

Second Round of Community Consultation & Business Case Release

20 March

- Mornington Peninsula Open House Consultation at Crib Point Community Hall

6 April

- Final deadline for feedback for incorporation into Final Business Case

18 April

- Bass Coast Shire Council - Final Business Case presented for consideration by Council

24 April

- Mornington Peninsula Shire Council - Final Business Case presented for consideration by Council

27 April

- Final Business Case released to community and State Government subject to the outcome of the consideration by both Bass Coast and Mornington Peninsula Shire Councils

