



# PORT PHILLIP

Newsletter of Port Phillip Conservation Council Inc.

October 2022

**You are invited  
Port Phillip Conservation Council Inc's  
2022 AGM**

**THURSDAY 17<sup>th</sup> NOVEMBER 2022 at 7  
PM**

**LONGBEACH PLACE**

**(Chelsea Community Centre)**

**15 CHELSEA RD, CHELSEA**

**(Behind Chelsea library)**

**GUEST SPEAKER**

**Dr. Kathleen McInnes**

**CSIRO**

**Oceans and Atmosphere**

Dr. McInnes leads the High-Resolution Climate, Ocean and Extremes Group in the Climate Science Centre in CSIRO's Ocean and Atmosphere business unit. Her work deals with how climate change will affect severe weather and coastal extreme sea levels in Australia and the Pacific. Her work assists local government manage and adapt to climate change.

Dr. McInnes was also a lead author on the IPCC Special Report on Oceans and Cryosphere in 2019. She currently serves as a co-chair of the World Climate Research Program Grand Challenge on Regional Sea Level Changes and Coastal Impacts.

**You are all most welcome to attend our AGM and  
to forward this invitation to your colleagues**

## **VICTORIA'S MARINE & COASTAL STRATEGY**

DELWP released the final version of the Marine & Coastal Strategy in May this year. Our 2021 newsletter reported on the committee's submission to the Draft, in which we urged government to act urgently to protect our coastal and marine assets in perpetuity whilst we still have the opportunity. We urged more actions to address marine invasive species, extractive industries, ports and shipping, tourism impacts and population growth. With the multiplicity of impacts and demands being made on our marine and coastal assets, the window is closing.

Although we are pleased the M&C Policy defines what is and isn't considered a coast dependent use of coastal Crown Land (M&C Policy Chapter 11, Page 55, Table 3); and assuming this guides officers interpreting the M&C Policy and Strategy to ensure only coast dependent development and uses should be supported on coastal Crown land; we are not convinced the language is strong enough to underpin our expectations that DELWP will refuse coastal consent for uses clearly not coast dependent - such as vast second storey commercial function centres atop Life Saving Clubs/Yacht Clubs, introducing activities such as liquor licences, weddings, parties, fine dining etc. onto our dwindling foreshore reserves, when these facilities are properly catered for within the Planning

Scheme in commercial zones. What's more these non coast dependent uses can hamper public access to public spaces. Meanwhile the legitimate long term coast dependent users of the redeveloped facilities often end up with reduced operating space in favour of the non coast dependent commercial spaces dominating the site.

Those who care for the coast – volunteers and paid officers alike - need policies with stronger, more inspiring language to defend contentious decisions, explain the urgency, and rally us to protect what we hold dear.

It certainly behoves decision makers, despite whatever pressures they may encounter, not to bend to demands from those with vested interests in the use of our irreplaceable priceless marine and coastal assets. Otherwise we and the species we share our environment with will pay the price.

### A CASE IN POINT

Bayside City Council's (BCC) planned \$13+ million redevelopment of the existing Lifesaving Clubhouse, doubling its footprint, adding a 2<sup>nd</sup> storey restaurant and 130+ seat Function Room is now underway on Heritage listed Dendy St. Beach.



Existing Club house in centre of image and approx. footprint of redevelopment in Red. Note extensive near shore natural rocky reef habitats. Original image ©PPCC 2007

PPCC Member group Brighton Foreshore Association Inc. (BFA) lost a VCAT Appeal and a Supreme Court case opposing the commercialization of prime publicly owned coastal open space, and that the massive commercial overdevelopment would block direct public access to the beach and hamper ambulance access.

Brighton's beach side residential streets are already clogged with car parking, and multiple busloads of tourists arrive daily to Dendy St. beach since visiting the colourful Heritage listed bathing boxes has been included in many Phillip Island Penguin Parade bus tour itineraries.

Adding commercial operations into this narrow foreshore site, and so close to a busy residential area can only diminish public access to and enjoyment of increasingly rare open space and welcome refuge from city life.

BFA secretary Elizabeth McQuire recently said:

*In December 2016, BFA had NO objections to the permit for a new fit for purpose Lifesaving Club.... But when the application grew to include a wedding/function centre for 130+ seating, plus a 60+ seat restaurant with permits for alcohol introduced onto the last natural beach left in Brighton, BFA was determined to object, as were hundreds of others, including the late great Charles Lynne, AM, and a lifelong member of Lifesaving Victoria.*

*BFA, with endless help and advice from PPCC battled Bayside City Council at VCAT and finally the Supreme Court. Both VCAT and the Court ruled; against the evidence; that the enormous second storey would not commercialize or block access to this precious beach, which still holds intact evidence*

*of the oldest culture in the World. The late Professor Weston Bate, OAM and renowned historian, said Dendy Beach was unique in Victoria, indeed Victoria, if not the world".* Not any more it seems. Thank you Elizabeth for all your efforts.

It is disappointing that Victoria's new Marine & Coastal Policy and even newer M&C Strategy is apparently not always up to the task of averting such blatant commercial grabs of prime coastal land, often occurring under the guise of saving a Yacht Club/Lifesaving Club with perhaps dwindling membership, and offering the Club salvation via a 'Wedding, Parties, Anything' attitude to our precious coastal spaces around much of Port Phillip Bay's coastline.

Firstly, it's an insult to the thousands of volunteers and well intentioned planners who have devoted decades of their time to protecting our coastline in public ownership. Secondly, once the ravages of climate change on our coast really start to bite, these often overbearing intrusive buildings, often sited right on the sand line will become increasingly costly to maintain and protect. It will be taxpayers and ratepayers left with the responsibility. How much smarter it would be to abide by the intent of state government's M&C Policy and Strategy, by only allowing coast dependent infrastructure on the coast and ensure the design increases resilience to increasingly harsh coastal conditions.

#### **IDEAS TO RATIOANLIZE USE OF OUR LIMITED COASTAL LAND**

Arguably, there is no need for the duplication of more massive buildings right on the beach –

especially the many Bay beaches that even Lifesaving Victoria rates as very safe.

Coast dependent club houses, Lifesaving Clubs in particular, could be rationalised to fewer buildings, which could then operate as a base station to offer more mobile services to a wider area. From the rationalised HQs, complimented with mobile services and CCTV and/or drone surveillance, longer stretches of beach could be efficiently serviced and patrolled, obviating the current concentration of services to one small section of beach (usually only a 600 metre stretch of beach, and often with only a 50 metre flagged area).

Mobile facilities are hardly a new concept, and many important services operate mobile services for the benefit of the wider community. Services such as the Blood Bank, Mobile Libraries, Heart and Diabetes Foundations all offer comprehensive and in some cases highly technical mobile services, responsive to the needs of the community and able to go where the community needs them.

No doubt lifesaving services could use a similar model of service delivery, and become even more responsive to community needs, allowing their services to move to the busiest sections of beach on any particular day, or where weather conditions were more likely to result in incidents, or to beaches that until now have been unpatrolled. Beach surveillance by drone is already emerging as an effective method to monitor coastlines for erosion, litter and other threats, but also to patrol for swimmer safety.

Some municipalities around the Bay also have more than one Lifesaving Club building in their section of

coastline, so maintaining these ever increasing and ever larger “bricks and mortar” sites on beachfronts, must sooner or later become prohibitive for ratepayers.

Already, many lifesaving clubs around Australia happily operate from a fixed headquarters not immediately on the coast - often behind dunes at surf beaches. Equipment is transported to the coast and back as required. In this way, the HQ is not occupying sensitive or highly prized sections of the coast. If it works for surf beaches it can surely work for a safe bay beach.

The available evidence from the Lifesaving Clubhouse redevelopment projects we have been involved with points to the fact that a large fixed location on the coast is more likely to meet the desires of the incumbent club, or the wishes of the land manager to exploit the site, but not necessarily the needs of the vast majority of the community.

It's also increasingly obvious that infrastructure located on or close to a beach many need to move back in the foreseeable future to avoid impending impacts of climate change. It's time to be reducing coastal development - not entrenching it.

### **BEACH EROSION INTERVENTIONS**

As climate change bites, it's concerning that hard engineering responses often remain the go- to response to loss of beach and foreshore, despite vast evidence that hard engineering interventions rarely solve coastal erosion problems, and more likely worsen them. And yet rock walls, groynes etc.

are still widely offered by consultants and land managers as the “best” solution to fix coastal problems - usually caused by us humans. You'd almost think decision makers are in the thrall of the construction and development industry.

Some continue to ignore the fact than soft engineering solutions are less costly, more effective, and invariably provide superior visual amenity to our precious coastal scenery. Soft engineering protects mature coastal vegetation and restores foreshore and dune vegetation, and removing non coast dependent buildings from the coast further supports restoration of natural areas to protect the coast. Surely it's the way to go.....

However..... Unfortunately for them, Brighton Foreshore Association is again a case in point. Still recovering from being unable to stop the gross commercial overdevelopment of the Brighton Lifesaving Clubhouse, its beloved and until now natural Dendy St. beach is now threatened with unwelcome hard engineering responses to a disappearing beach.

Following unprecedented coastal erosion and several boatsheds recently constructed by Bayside City Council for private sale being undermined, BCC is proposing various hard engineering interventions for Dendy St. beach, including a rock groyne/s, an offshore rock breakwater/s and an offshore rock reef. It is of note that near shore Dendy St. beach is a natural reef habitat, much of which could be smothered with these hard engineering “solutions

BFA and other long term beach lovers know Dendy St. Beach is also known as Stingray Bay and it is feared that many species homes and habitat could

be smothered by these intrusive, intensive man made interventions.



Common Stingarees Dendy Beach © S. Carden

Common Stingarees and Eagle Rays come each year around Christmas time to mate, and are seen at the same spots each year, covering themselves with sand and sleeping in the shallows.



Eagle Ray asleep in shallows, Dendy St. Beach © S. Carden

Port Jackson Sharks also return to exactly the same rocks each year to lay and anchor their eggs. So, BFA is now campaigning to protect Dendy St. beach from yet another threat – damaging or smothering the natural near shore reefs with manmade interventions to stave off beach erosion.

## BEACH ACCRETION AND MR. FOX IN THE NEWS

Trucking magnate Lindsay Fox is in the news again with his long standing battle to claim more beach frontage to add to his Portsea mansion estate. However a recent Age report reveals Mr. Fox’s plan could be dealt a major blow by a Mornington Peninsula Shire Council (MPSC) report that has found the Channel Deepening Project (CDP) in Port Phillip Bay between 2008 and 2009 contributed to a significant build-up of sand along Point King beach, and rendering Fox’s private jetty landlocked.



Red area shows proposed final title boundary of 13,000 sq. metres. Landlocked jetty marked in yellow. Image The Age, Google images and NearMaps

Fox’s original property area was 6140 sq. metres, until Christmas Eve 2013 when the Victorian Land Titles Office agreed to extend Fox’s property line down the beach by ~ 45 metres. this reportedly increased the value of the cliff top estate by ~ \$5 million. His latest claim if approved would increase his title from its original 6140 sq. metres to 13,800 sq. metres. Now though MPSC’s latest Report may well scotch Fox’s legal arguments which rely on a common law right known as the “doctrine of accretion”, with Fox using the doctrine to argue he has the right to add the accreted land into his title.

However, the ancient legal principle, as adopted from English law, asserts that coastal landowners



are allowed to amend property boundaries affected by **natural** rather than **man-made** changes to the foreshore. Now there are several reports pointing to the CDP playing a direct role in the pronounced shift in the high-water mark at Point King, and contributing to serious erosion at nearby Point Nepean and Portsea front beaches. And then there's the many taxpayer and ratepayer funded \$multimillion failed attempts of beach renourishment, sandbagging, rock walls etc. etc. all unable to protect the coast from CDP's impacts.

Having spent years campaigning against the Victorian government's CDP on environmental and economic grounds in two long EES Inquiries, then the Supreme Court and two Federal Court challenges, we are looking forward to hearing a legal argument that the \$720+ million CDP was NOT a man made intervention, and that the CDP and its impacts are "natural processes."

### **ARTIFICIAL REEF BUILDING IN PP BAY**

The last and largest of 15 artificial reefs around PP Bay was constructed off Point Nepean National Park, offshore from the Quarantine station, and adjacent to the Marine National Park in May this year. Sixteen large concrete structures in clusters of four about 50 metres apart, were installed despite calls from environmentalists and Mornington Peninsula Shire for more information and public consultation. See: (["Shire calls for delay on reef" The News 11/4/22](#)).

Admittedly we were quite surprised so many artificial reefs had already been built, largely we understand in consultation with 'Future Fish Foundation' an organisation representing

recreational fishers, however it seems there was little consultation with other entities, such as the Port Phillip Baykeeper, local environmentalists and various other bay users when the first 14 were built, or indeed this one.

This particular reef was in fact constructed specifically to attract kingfish further into the Bay because anglers had long targeted that species in its favoured location near The Rip. This meant anglers were often in the Shipping channel – posing threats to shipping and themselves.

PPCC's involvement was sought on this occasion by local environmentalists and eco-tourism operators with concerns that there had been no public consultation, and that a kingfish reef would generate substantially more boating off Pt. Nepean National Park, the Marine Park and Dolphin Sanctuary, posing risks to dolphins from propeller strikes, entanglements in fishing lines, as well as discarded fishing paraphernalia washing onto Pt. Nepean beaches.

Future Fish Foundation Director, David Kramer, a fisherman and bait and tackle retailer, says he *"thought of the idea of a reef to provide a place to catch yellowtail kingfish and sees the reef as a dream come true"*, He described environmentalists who queried the project as *"alarmists rather than environmentalists"*, and *"These people actually have no idea what they are talking about. (They) claim to be experts and seek some form of entitlement when actually they play no role in the decision making regarding these types of projects,"* Kramer said. See The Age/SMH article, featuring PPCC and other local activists [Here](#)

## RESTORATION OF PP BAY'S NATURAL REEFS

Unlike the generous funding for artificial reef building, we say it's a great shame that state government only allocated \$1 million to The Nature Conservancy's project to restore shellfish reefs in PPS Bay - a project expressly aimed at restoring Native oyster and mussel reefs that once covered 50% of habitats in the Bay.

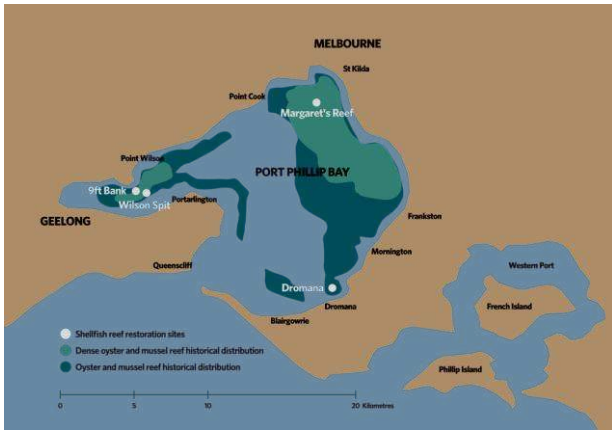


Image: The Nature Conservancy

TNC continues to build reefs where they once naturally occurred, using limestone rocks and recycled seafood shells from restaurants. So far, 49 reefs have been recreated using hatchery-reared Bay oysters and Blue mussels, scattered on the reefs to grow and attract other species, and recreating fully functioning shellfish reefs where they once existed. See more [HERE](#)

## MT. MARTHA NTH BEACH AND BOATSHEDS

Following DELWP's invitation for PPCC to join the MM North beach stakeholder committee, last year we reported on the long saga of the disappearing beach and boatsheds at Mt. Martha North, and the tenacious 20+ year demands from the MM North boatshed owners for government to do something to save their sheds, and steadfastly refusing to accept their sheds ultimately cannot be saved from

Nature's forces however much taxpayers money was thrown their way.

However, at last, the advice from DELWP - although still rejected by the shed owners - seems to be holding, and DELWP has advised that taxpayer funds will no longer be allocated to protect these sheds. Bravo DELWP!

DELWP's Geotechnical studies identified a clay lens deep within the cliff behind the sheds, increasing the likelihood of the cliff continuing to slip, taking the sheds, and perhaps the road above, with it, and likely explaining why massive boulders regularly slip down the cliff behind the sheds, posing a severe risk to walkers who are often forced to pass behind the sheds because there is no other passage. One day perhaps motorists on The Esplanade above will end up there too.



Behind sheds at Mt. Martha Nth Beach 2003, but repeated time and again!

We applaud DELWP for its considered decision, and its willingness in this instance to hold to the intent of the Marine & Coastal Policy 2020 that... *the state government and Crown Land Managers do not have an obligation to manage marine and coastal Crown land or coastal processes for the primary purpose of protecting private property.* (see M&C Policy Chapter 6.18 Page 39)



MM North sheds with sea flowing under. Boulders dumped at cliff toe and “sculpting” of cliff face, long since proven futile. November 2019 © Keith Platt.

Nevertheless, the intractable issue remains.....how to rid the beach of these ugly, unsafe and ultimately doomed privately owned structures cluttering the coastline. At the very least, any further taxpayer funds should be directed towards possible solutions for The Esplanade above – a busy public thoroughfare and popular tourist route.

### BRISBANE TO MELBOURNE INLAND RAIL

Since our involvement in opposing the Victorian government’s Channel Deepening Project, PPCC has long advocated for moving more goods by rail, from existing deep water ports, obviating the need for more and more polluting trucks in portside suburbs and our highways; endless dredging of naturally shallow ports (like Port Phillip Bay) and intensifying the deadly pollution from more and more shipping exhaust near where we live. We have maintained contact with the Australian Rail Track Corporation (ARTC) re its Brisbane to Melbourne Inland rail project and after a perhaps shaky start under the guidance of former Deputy PM Barnaby Joyce; we understand the current government is taking a closer interest in its success.

We recently made a comprehensive submission to The Hon. Catherine King, the newly appointed Federal Minister for Infrastructure to advocate for the urgent need to fast track new intermodal terminals in outer Melbourne to interface with the Bris/Melb Inland Rail Freight Corridor at its southern end, and accommodate double-stacked 1,800-metre long freight trains to link seamlessly with the long awaited Port of Melbourne rail shuttle (Outer Metropolitan Intermodal Terminal also now underway) Two intermodal terminals are proposed for Beveridge and Truganina. We also advocated for investigation into eventually powering the Inland Rail with renewable energy – noting that the Inland rail route closely follows the East coast Energy grid and mooted plans for the Grid to be increasingly fed by nearby solar and wind facilities.



PPCC has long promoted the Inland Rail as the fastest and most efficient way to move more goods to and from Brisbane, and through inland Australia; to reduce truck numbers on interstate roads; improve road safety and reduce pressure on the Port of Melbourne, PPBay and Westernport for further container port expansion. ARTC predicts the Inland Rail would reduce the percentage of interstate goods moved by road from 74% to 38%.



## JET SKIS

Over many years PPCC has campaigned for better regulation and enforcement of Jet Ski use in PP Bay, with various representations to Parks Victoria, Marine Safety Victoria, MPs and Ministers since 2009. Re-reading that early correspondence documented the already widespread concern back to the mid 1990s over noise and other amenity issues, and significant numbers of serious injuries and deaths connected with Jet Ski use in PP Bay.



Rye Beach Summer 2020 ©M. Cheers

Now in 2022, nothing much has changed; indeed it's pretty clearly even worse including Jet Ski users effectively taking over beaches with their equipment, exceeding speed limits close to shore and near swimmers, harassing beach goers and protected species such as dolphins.

Demands for more regulation/enforcement, including limiting access to fewer places to launch and restricting use to parts of the Bay well away from beaches, have so far fallen on the deaf ears of local and state governments – despite admirable local campaigns, a 6000 + signature petition and lobbying of relevant Ministers.

However, a glimmer of hope has emerged with Kingston City Council recently conducting a survey of its residents and the wider community on attitudes to jet skis and what the community

expects could/should be done. We are hopeful that Kingston CC receives a loud and clear message and then has the mettle to act..... Act to ensure community safety and amenity for Victorians who just want to enjoy a pleasant hassle free day at our beaches. Jet Ski users have been granted a licence (privilege) to use their machines responsibly, but millions of Victorians have the right to use our bays and beaches without threat of injury or harassment.

**Note:** PPCC has recently joined with several other groups around PP Bay to keep raising the need for better regulation and management of Jet Ski use. Our colleagues suggest you can help the campaign by writing to your local Council and Councillors and state MPs with this very simple message: *Please keep Jet Skis away from other water users through regulations! Education hasn't worked.*

And, if you too have had enough of Jet Skis and would like to join us, contact PPCC secretary Jenny Warfe on [warfej@bigpond.com](mailto:warfej@bigpond.com) for more details.

## PROPOSED REDEVELOPMENT OF FORMER BOAT HIRE SHED ON DROMANA FORESHORE

At last a good news story!

Last year we reported on the proposed redevelopment of this long abandoned boat hire shed in a prominent Dromana foreshore location, and only metres from busy Pt. Nepean Rd. The business only ever operated sporadically since being built in the late 1950s. For most of the year for most of those decades it stood abandoned and increasingly under wave attack.



Looking west. Abandoned boat hire shed. Dromana Foreshore Reserve. April 2009. Image L. Warfe

Over the last 12 months PPCC has been involved in extensive communication with Mornington Peninsula Shire Council Planners and Councillors, DELWP, Dromana Foreshore Committee and various concerned locals lobbying for the development application to be refused on environmental and amenity grounds, including predicted climate change induced sea level rise.



Boat hire shed. Rocks and more rocks needed to save it. Looking East July 2020 J. Warfe

Despite what we expect was significant pressure from its most recent owners, who had touted the “exciting new concept” of a waterfront cafe, the

Planning Minister recently resolved that the Planning application for redevelopment as a waterfront cafe would be refused.

And, the Ministerial decision is not open to review—meaning that a VCAT appeal is not an option. At last, it seems common sense is sometimes prevailing in DELWP and the Minister’s office, to abide by and act on the intent of our Marine & Coastal Policy and Strategy. Bravo, Planning Minister!

### NORTHERN PACIFIC SEASTARS



Image courtesy Port Phillip EcoCentre

This seemingly forever pest only arrived in Port Phillip Bay around 1996, via the shipping industry, but its impact since has been enormous. In 2000 it was estimated the NP Sea star made up 56% of PP Bay’s fish biomass, and by 2003, the Bay’s fish stocks had dropped by 40%. (Dept. Primary Industries study reported in ‘*Sea stars plundering the bay*’ The Age 20<sup>th</sup> December 2003). See [HERE](#)

So, it is wonderful to see our great friend Baykeeper, Neil Blake and colleagues at St. Kilda’s Port Phillip EcoCentre are staying on the case. The EcoCentre has facilitated training on removal of the pests and collection of citizens science data on more than 3200 pest sea stars. EcoCentre has also updated its earlier guidelines to [‘Best Practice Guidelines for NPS Removal in Port Phillip Bay,](#)

[2022'](#). You can [Download your free copy of the manual here](#)

The project is designed for Rapid Response Teams of local volunteers to respond to mass aggregations of NPS in the Bay. If you see lots and lots of orangey-purple, 5-armed sea stars congregating on your favourite beach plotting to take over the world, please get in contact with the EcoCentre ASAP for advice, or better still prepare by attending their Community Rapid Response training, See [Community Rapid Response Teams](#)

## ELSEWHERE

### Threats to our neighbour Westernport Bay

Westernport groups, especially Westernport & Peninsula Protection Council (WPPC), was a great supporter of the PPCC and Blue Wedges campaign to oppose the Victorian government's 2007 Channel Deepening project, so WPPC and now Save Westernport (SWP) deserve our support in return.

After their momentous win against AGL's Gas import facility at Crib Point, WPPC and Save Westernport haven't missed a beat campaigning for Westernport. They are now maintaining concerted opposition to Japan's Kawasaki Heavy Industry's Coal to Hydrogen Pilot Project underway at Hastings. Under the guise of being a "Pilot" project it did not require an EES, but still was the happy recipient of \$100 million of government grants to Kawasaki to pursue its dream of converting LaTrobe Valley coal to Hydrogen for export to Japan.

The project is extracting Hydrogen gas from LaTrobe Valley coal, trucking the H gas to Hastings,

liquefying it at its purpose built plant at Hastings, then shipping the liquefied Hydrogen to Japan. So, Japan gets the clean energy and we get all the pollution from its production. What a dud deal!

The latest threat to Westernport's precious ecosystems is Exxon Mobil owned ESSO Resource's proposal to build a power plant at Westernport's Long Island Point to burn Ethane (a by-product from the natural gas used at its fractionation plant), to produce electricity.

Ethane has always been a by-product of ESSO's Hastings fractionation plant, and until recently that excess Ethane was piped via the WAG pipeline across the Peninsula and then across PP Bay to Altona where a large plastics manufacturer used it. That business no longer wants the Ethane. We presume ESSO can't find any other market for it, (who knows how hard they tried) so it's a convenient idea for them to have a power plant built in Hastings to dispose of their waste product, and we're guessing it will be taxpayers who build it!

The majority of Mornington Peninsula Shire Councillors voted against the proposal, as it would increase MPSC's GHG budget by 6%, although Council officers advised the climate change impacts were acceptable. See local media report: [www.mpnews.com.au/2022/06/27/shire-no-to-essos-bid-for-power](http://www.mpnews.com.au/2022/06/27/shire-no-to-essos-bid-for-power)

EPA has since given the go ahead for the power plant and it has been determined that a full EES is not required.

You might also remember a ship's anchor ruptured the Ethane pipeline across the Bay in 2008, causing the Altona manufacturer relying on the Ethane to

close for several months, and became a costly legal battle ending up in the Federal Court in 2010

See some interesting history on the Ethane pipeline across PP Bay in PPCC's history of the issue here: [www.ppcc.org.au/camp0005.htm](http://www.ppcc.org.au/camp0005.htm)

### OPEN SPACE AND A GROWING POPULATION

So many issues where our local areas have come under threat from overdevelopment, habitat loss and other environmental damage have their roots in our own unchecked population growth. Beaches and coastal towns are groaning under the number of visitors, skyrocketing prices for coastal properties, privately owned boatsheds on Crown land now considered an "investment", housing estates not providing sufficient open space for people to enjoy recreation and kids to ride bikes etc. The desire for contact with Nature, or somewhere for kids to ride bikes, means remaining public open space- our Nature reserves, foreshores, beaches are all coming under extreme pressure.

For this reason, PPCC continues its collaboration with Sustainable Population Australia, a nationwide organisation which aims to promote a relationship between people and the environment in which human population stays within planetary boundaries and to establish Australia as a model of a sustainable environment that protects species and human wellbeing. See a wealth of very useful information at [www.population.org.au](http://www.population.org.au)

As always, we look forward to hearing from you with any issues you would like support with.

Best wishes to you all from PPCC Committee

If you would like copies of any of the submissions and letters referred to, please contact PPCC Secretary Jenny Warfe at [warfej@bigpond.com](mailto:warfej@bigpond.com) or 0405 825769



RAMSAR listed Mud Islands – in Port Phillip Heads Marine National Park. Image: Mapio.net



1874 South Channel Pile light  
Arthurs Seat in background



Beautiful jewel like Swan Bay, Mud Islands, Point Nepean and Point Lonsdale within Port Phillip Heads Marine National Park.