



PLANNING COMMITTEE MEETING

AGENDA

WEDNESDAY, 8 MARCH 2017

at 6PM

COPACC

COLAC OTWAY SHIRE PLANNING COMMITTEE MEETING

8 MARCH 2017

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COLAC OTWAY SHIRE COUNCIL PLANNING COMMITTEE MEETING

NOTICE is hereby given that the next **PLANNING COMMITTEE MEETING OF THE COLAC OTWAY SHIRE COUNCIL** will be held in COPACC on 8 March 2017 at 6:00pm.

AGENDA

1. OPENING PRAYER

Almighty God, we seek your blessing and guidance in our deliberations on behalf of the people of the Colac Otway Shire. Enable this Council's decisions to be those that contribute to the true welfare and betterment of our community.

AMEN

2. PRESENT

3. APOLOGIES

4. MAYORAL STATEMENT

Colac Otway Shire acknowledges the original custodians and law makers of this land, their elders past and present and welcomes any descendants here today.

Colac Otway Shire encourages community input and participation in Council decisions.

Council meetings enable Councillors to debate matters prior to decisions being made. I ask that we all behave in a courteous manner.

All Council and Committee meetings are audio recorded, with the exception of matters identified as confidential items in the Agenda. This includes the public participation sections of the meetings.

Audio recordings of meetings are taken to facilitate the preparation of the minutes of open Council and Committee meetings and to ensure their accuracy.

In some circumstances a recording will be disclosed to a third party. Those circumstances include, but are not limited to, circumstances, such as where Council is compelled to disclose an audio recording because it is required by law, such as the Freedom of Information Act 1982, or by court order, warrant, or subpoena or to assist in an investigation undertaken by the Ombudsman or the Independent Broad-based Anti-corruption Commission.

Council will not use or disclose the recordings for any other purpose. It is an offence to make an unauthorised recording of the meeting.

5. DECLARATION OF INTEREST

6. VERBAL SUBMISSIONS FROM APPLICANTS/OBJECTORS

The Mayor is to read out the names of those applicants and objectors who have confirmed in writing that they wish to make a verbal submission. These verbal submissions will be made in relation to each respective agenda item and must be directly relevant to the respective agenda item. A time limit of 5 minutes will apply.

7. CONFIRMATION OF MINUTES

- **Planning Committee held on 8 February 2017.**

Recommendation

That Council confirm the above minutes.

PLANNING COMMITTEE MEETING
AMENDED DEVELOPMENT PLAN – 6230 AND 6280
GREAT OCEAN ROAD, APOLLO BAY
PC170803-1

LOCATION / ADDRESS	6230 & 6280 Great Ocean Road, Apollo Bay	GENERAL MANAGER	Gareth Smith
OFFICER	Blaithin Butler	DEPARTMENT	Development & Community Services
TRIM FILE	F15/11336	CONFIDENTIAL	No
ATTACHMENTS	<ol style="list-style-type: none"> 1. Attachment 1 - Details of Site and Surrounds 2. Attachment 2 - Original Development Plan (v.12) 3. Attachment 3 - Amended Development Plan from Compulsory Conference (v.14) 4. Attachment 4 - Amended Development Plan submitted 14 February 2017 (v.15) 5. Attachment 5 - Design Guidelines 		

1. PURPOSE

To consider an amended staged Development Plan (v.15) for 6280 and 6230 Great Ocean Road, Apollo Bay, prepared under Schedule 5 to the Development Plan Overlay in the Colac Otway Planning Scheme.

2. DECLARATION OF INTEREST

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

3. BACKGROUND

A Development Plan (v. 12) for land at 6230 and 6280 Great Ocean Road, Apollo Bay was previously considered by Planning Committee on 19 September and 14 December 2016, when it was ultimately resolved that Council was not supportive of the submitted Development Plan (Attachment 1 – details of site and surrounds, including planning controls).

It was considered the submitted Development Plan would be detrimental to the character, landscape setting and heritage values of the area. In addition, it was noted that further information was required about a proposed landslide debris retention fence, and the potential impact of the subdivision on the heritage values of the Great Ocean Road, including offsite impacts such as the removal of trees and stormwater management. The original Development Plan considered by Council is shown in Figure 1 below and also attached (Attachment 2):



Figure 1: Development Plan previously considered by Council

Following the September Planning Committee meeting, at which consideration of the Development Plan was deferred, the applicant lodged an appeal with the Victorian Civil and Administrative Tribunal (VCAT) against Council's failure to make a determination within a reasonable time. A Practice Day Hearing was held on 18 November 2016, with a Compulsory Conference held on 19 January 2017. The Hearing is set for three days, commencing on 26 April 2017.

In parallel with the VCAT appeal, consultants acting on behalf of the landowner discussed potential amendments to the Development Plan with Council officers. Those discussions culminated in an amended Development Plan (v.14) being discussed at the Compulsory Conference on 19 January and a Consent Order being issued to substitute an amended Development Plan for the one previously considered by Council. That VCAT Order also listed the proceeding for administrative mention on 16 March 2017, by which date Council and the applicant must, inter alia, advise the Tribunal in writing whether the matter is resolved or is proceeding to a hearing.

Following further work by consultants and engineers working on behalf of the applicant, the amended Development Plan (i.e. that substituted for the original Development Plan at the Compulsory Conference) was further amended on 14 February 2017. Additional indicative plans relating to stormwater treatment and landscaping were also provided, on a without prejudice basis. All amendments made to the original Development Plan are outlined below, with an assessment of the merits of the amended Development Plan, details of referral responses and information about submissions following public notification set out later in the report:

Amended Development Plan (v.14) submitted at Compulsory Conference

The plan below shows the amended Development Plan (v.14) substituted for the original Development Plan at the Compulsory Conference (see also Attachment 3):



Figure 2: Development Plan substituted for original Development Plan at Compulsory Conference

As with the original proposal, this version of the amended Development Plan showed the proposed subdivision of that part of the land in the Neighbourhood Residential Zone at 6280 Great Ocean Road into residential lots, with a balance lot (22.755ha) in the Rural Conservation Zone. Only a road network is shown within 6230 Great Ocean Road (as this land, whilst part of the Development Plan area, is under separate ownership). The amendments proposed to the original Development Plan included:

- reduction in the number of residential lots from 139 to 101;
- increase in minimum lot size from 450m² to 487m², and increase in the average lot size from 603m² to 798m² (DPO5 specifies a minimum lot size of 450m², and a minimum average lot size of 600m²);
- provision of a 50m setback to lot boundaries from the Great Ocean Road (which would incorporate drainage infrastructure, e.g. wetlands);
- increased lot widths, generally of 17m, for the lots closest to the Great Ocean Road;
- a 5m 'no build' setback from the boundary of lots closest to the Great Ocean Road;
- a 6.5m building height restriction on all lots closest to the Great Ocean Road;
- frontages generally of approximately 15m for other lots within the proposed subdivision;
- subdivision in 3 stages (previously 5 stages proposed);
- stage 1 of the subdivision would generally be two blocks deep (previously stage 1 was limited to lots fronting Great Ocean Road);
- revisions to the two proposed accesses, from the Great Ocean Road to 6230 and 6280 Great Ocean Road, to provide slip lanes on the side of the road on which the subject land is located (thereby avoiding/minimising potential impact on trees on ocean side of road);
- alterations to road layout.

Indicative plans showing details of the potential accesses from the Great Ocean Road and an overall stormwater concept plan were also provided at this time, on a without prejudice basis, together with pictures showing the appearance of landslide debris retention fences.

It should be noted that proposed stage 3 on the amended Development Plan relates to land which is currently subject to a lease for a period of 199 years running from 16 December 2014 and that there is a requirement in the lease that the Lessor renew the lease for 3 further terms of 199 years each, unless the Lessee does not require the renewal.

Amended Development Plan (v.15) submitted to Council on 14 February 2017

Following the Compulsory Conference on 19 January 2017, further discussions took place between the applicant, Council officers and representatives from key referral authorities. As a result of these discussions, it was established that the proposed access to 6230 Great Ocean Road shown on the amended Development Plan could not be provided. The proposed access would have required the provision of a slip lane across private land at 6240 and 6250 Great Ocean Road, which is not included in the land covered by DPO5. In addition, such a slip lane would have caused access issues for these two existing properties (one of which is occupied by a museum).

The Development Plan was therefore amended to delete this access. In addition, the access to 6280 Great Ocean Road was moved further to the south-west and a secondary emergency access is now proposed to this lot. The latter is in response to a concern raised by some Councillors about having only one access point to 6280 Great Ocean Road. The emergency access would be provided by widening a proposed pedestrian access to provide a 3.5m all-weather trafficable surface to allow access for emergency vehicles, with suitable restrictions on access (e.g. lockable bollards). Figure 3 below shows the Development Plan (v.15) as amended on 14 February (see also Attachment 4).

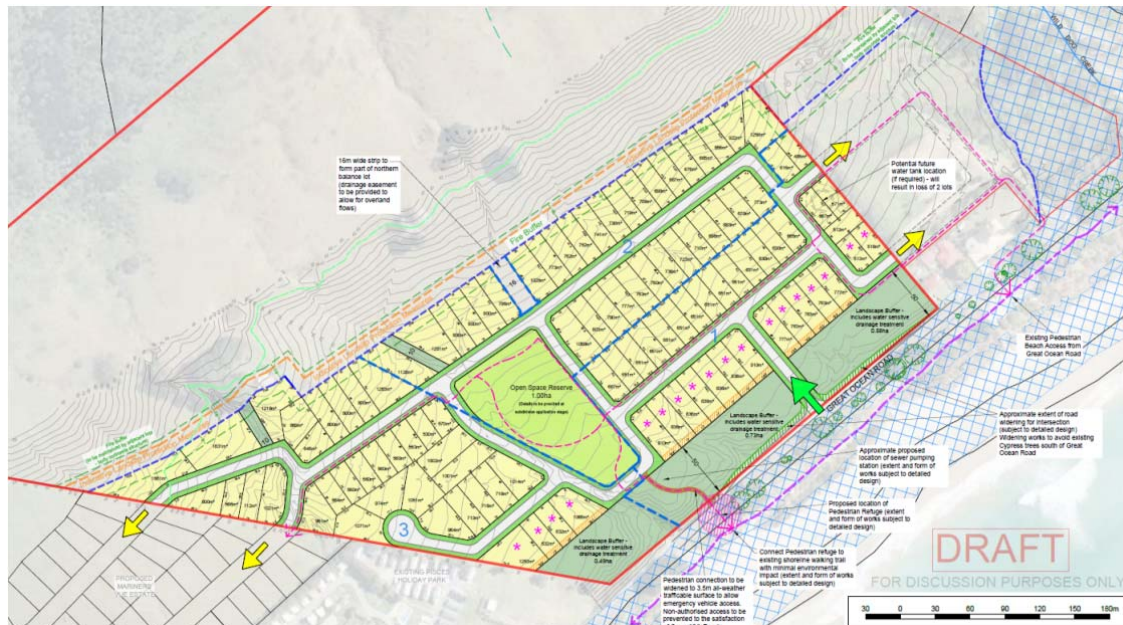


Figure 3: Amended Development Plan submitted 14 February 2017

In addition, a section of the land abutting the boundary shared with 6230 Great Ocean Road on which water tanks were shown on both the original Development Plan and the substitute Development Plan is now shown as providing additional lots, though it is noted on the plan that two lots could be lost if required to provide a future water tank location. As such, the number of lots currently proposed is 103. It is noted that there is potential for the requirement for water tanks to be met on land within a Public Acquisition Overlay (PAO2 – Barwon Region Water Authority: Water Supply) on neighbouring land at 30 and 40 Marriners Lookout Road, which is covered by Schedule 4 to the Development Plan Overlay (DPO4 - Mariners Vue).

A Development Plan for that land was approved in October last year, with a planning permit subsequently issued to subdivide the land in accordance with that Development Plan.

The approximate proposed location of a sewer pumping station (“extent and form of works subject to detailed design”) has also been shown in the setback to the Great Ocean Road.

The minimum lot size shown on the current version of the amended Development Plan is 485m², whilst the average lot size is 789m².

This version of the Development Plan also proposes that a 16m wide strip would “*form part of northern balance lot (drainage easement to be provided to allow for overland flows)*”. However, this 16m strip would be within the Neighbourhood Residential Zone (NRZ1), whilst the rest of the lot would be within the Rural Conservation Zone (RCZ). It would be inappropriate to create a lot in two zones, so the applicant has been advised that this aspect of the Development Plan must be amended. Whilst clause 64 of the Colac Otway Planning Scheme allows the subdivision of lots in more than one zone in certain cases, this is provided, inter alia, that “*the proposed subdivision does not create lots where any lot extends into more than one zone*”. Whilst clause 64 would therefore allow the creation of the 22.755 ha lot proposed in the RCZ, it would not allow the incorporation of the 16m wide strip of NRZ land into this lot. The applicant has confirmed that the Development Plan will be further amended to address this issue.

Development Plan Synopsis Document

As part of the original application, Council required the applicant to submit a synopsis document summarising the findings and ongoing requirements of the various background and technical reports that had been submitted in support of the proposed subdivision layout. This document was required to include, inter alia, a copy of the Overall Development Concept Plan and commentary about how key issues would be addressed at permit application stage, e.g. access, road network, stormwater management, landslip mitigation, management of the fire buffer, cultural heritage, public open space, the requirement for a flood study and any requirements under the Environmental Protection and Biodiversity Act 1999 (EPBC Act). As with the Development Plan for Mariners Vue, it is intended that this document as a whole be approved in the event the Development Plan is considered acceptable, so there is clarity about requirements when assessing any permit application. A draft synopsis document for amended Development Plan v.15 was submitted on 20 February 2017 and was under review at the time this report was drafted. As the document had not been agreed at the time of writing this report it is recommended that, in the event the amended Development Plan is considered acceptable by Council, the applicant is required to include an updated Development Plan Synopsis Document (with actions agreed by Council and any relevant authorities) in the documentation for approval.

4. COUNCIL PLAN / OTHER STRATEGIES / POLICIES

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

The proposed Development Plan would facilitate planned growth and significantly increase the population capacity of Apollo Bay, which would allow for expansion of the local economy. However,

it is also important that the proposed subdivision recognises the importance of this land as an entrance to Apollo Bay, as well as the need to provide a quality environment in which to live and open spaces to enjoy.

5. ISSUES / OPTIONS

Council has the options of:

- a) Advising VCAT that it supports the amended Development Plan as submitted.
- b) Advising VCAT that it supports the Development Plan with changes.
- c) Advising VCAT it does not support the Development Plan for the reasons specified in the Council resolution.

6. PROPOSAL

As noted above, the original Development Plan submitted for this land was not considered acceptable largely due to the resultant proximity of any future development to the Great Ocean Road, the proposed lot widths, and the potential impacts on landscape and heritage values. The amended Development Plan, which was substituted for that Development Plan through a Consent Order following the VCAT Compulsory Conference (and subsequently amended on 14/2/17), seeks to address the key concerns identified with that original Development Plan.

Character of Area, Setbacks and Lot Sizes

One of the key changes is a proposed setback for subdivided lots of 50m from the Great Ocean Road, which would significantly reduce the potential impact of any future development on the character of the area. In addition, the width of lots fronting this setback area would be increased from the 12m-12.5m proposed in the original Development Plan to approximately 17m. The potential impact of future development along this frontage would be further ameliorated by a 5m 'no build' area along the Great Ocean Road boundary of these lots, combined with a 6.5m building height restriction on these lots.

It is considered that these amendments would significantly reduce the potential impact of any future development of the land on the character and landscape setting of the area. The lot widths would be characteristic of those along the stretch of road leading into the northern section of Apollo Bay (which currently average 16m – 18m), whilst the setback from the Great Ocean Road would be greater than other development in the vicinity of the site. In terms of existing setbacks, the existing buildings at 6240 and 6250 Great Ocean Road have setbacks of approximately 18m – 24m; Pisces Caravan Park has setbacks of approximately 27m to 47m; dwellings between the Caravan Park and Marriners Lookout Road have approximate setbacks of 11m – 13m; and dwellings immediately south of Marriners Lookout Road have setbacks (including nature strip) ranging from approximately 23m to 38m.

Whilst the original Development Plan depicted a proposed subdivision that would have complied with both the minimum lot size of 450m² specified in DPO5 (by proposing a minimum lot size of 450m²) and the minimum average lot size of 600m² (proposing a minimum lot size of 603m²), it was not considered that the subdivision then proposed would have respected the identified neighbourhood character, heritage, environmental or landscape characteristics. The amended Development Plan has significantly increased the minimum lot size (485m²) and average lot size (789m²) proposed, as well as reducing the number of lots proposed to 103 (from 139). This is also

considered consistent with the Development Plan and subdivision approved at Mariners Vue, which allow a minimum lot size of 450m² and a minimum average lot size of 651m².

These changes to lot numbers and sizes, as well as the increase in lot widths mentioned above, would ensure that any future subdivision would be far more in keeping with the character of this part of Apollo Bay than the subdivision previously proposed. This is of particular importance given the location of the site as a prominent entrance to Apollo Bay. It should also be noted that future dwellings on lots with an area of 600sqm or less created by the proposed subdivision would require a planning permit under the provisions of DDO10 and would have to comply with the design objectives of that overlay which seek, inter alia, to develop a spacious building setting with substantial space for planting and vegetation, to allow for the reasonable sharing of views, to maintain the visual dominance of the coastal valley and hills hinterland, and to ensure buildings and structures respond positively to the significant coastal landscape setting.

It should also be noted that Schedule 5 to the Development Plan Overlay requires that:

“Prior to the approval of a subdivision a Section 173 Agreement must be prepared and signed to the satisfaction of the Responsible Authority that establishes design guidelines for the residential development of the land. The design guidelines must address external materials and colours, building style and massing, garages and carports, other structures and appurtenances, landscaping and fences.”

Design guidelines have been prepared and were proposed for approval as a part of the original Development Plan.

These guidelines are intended to promote a contextually appropriate neighbourhood character and would apply to the future development of dwellings. The design guidelines are attached to this report (Attachment 5). A draft Agreement under section 173 of the Planning and Environment Act 1987 has been submitted to Council.

Access Arrangements

The access arrangements to the land from the Great Ocean Road were also reviewed when amending the Development Plan, in consultation with Council officers and VicRoads. As noted above, it was established that the proposed access to 6230 Great Ocean Road (i.e. land at the northern end of the DPO5 area) was not feasible and therefore this access was deleted from the Development Plan. It currently appears that, if subdivided in the future, the land at 6230 Great Ocean Road would be reliant on access from 6280 Great Ocean Road, although this would be looked at in more detail should the owner of that parcel of land seek to submit a more detailed Development Plan for 6230 Great Ocean Road in the future.

The applicant has also shown a secondary, emergency only, access on the amended Development Plan, by proposing that pedestrian access to the land be widened to a 3.5m trafficable all-weather access. VicRoads was consulted on the amended Development Plan and advised that, whilst it consents to the plan, *“VicRoads is in no way supportive of a second permanent access point to this development”*. VicRoads noted that it is proposed to provide emergency exit vehicular access by widening the pedestrian access path from the open space reserve to the Great Ocean Road, at the proposed pedestrian crossing point and to prevent unauthorised (non-emergency) vehicular access by way of bollards. VicRoads advised that it is *“of the opinion that this measure is unnecessary, but will accept this proposal, albeit reluctantly, on the proviso that unauthorised vehicular access can be, and is, effectively prevented. Should unauthorised access not be effectively prevented, VicRoads reserves the right to undertake any measures it sees fit to remedy the situation, and will, in all*

likelihood, seek recompense for same from the developer and/or Council". Given the comments received from VicRoads, consideration should be given to whether this emergency access should be required by Council as part of the Development Plan.

It is, however, noted that whilst concept plans of the access to 6280 Great Ocean Road have been submitted, full details of access arrangements would be required as part of a subsequent permit application. This would include not only technical detail such as slip lane specifications and road incline grades, but also a visual assessment of the proposed access arrangements including details of the cut required into the clay mound, and road treatments and slope. Any future permit application would have to be "in general accordance" with the approved Development Plan, but detailed analysis would reasonably be undertaken at permit application stage, rather than as part of the Development Plan. For example, if the Marriners Vue land was to be developed and provide alternative access to this site, the need for an alternate emergency access to the Great Ocean Road would be reduced, and consideration could be given to applying a requirement for the access to be established, but later removed or not made available for access to vehicles when access through to Marriners Lookout Road is available.

Stormwater Treatment

It is proposed that the 50m lot setback from the Great Ocean Road would contain drainage infrastructure, e.g. detention basins which would control water flow from the land. Indicative stormwater treatment concepts have been submitted, on a without prejudice basis, with the amended Development Plan. These have been discussed with the applicant by Council officers and representatives from DELWP (which has a specific interest in the potential impact on Crown coastal land), VicRoads (which is interested in any potential impact on road infrastructure) and the CCMA (which is interested in flood issues).

All of these external parties, and Council's Infrastructure and Environment Units, have advised that they have no objection to the amended Development Plan and are satisfied with the indicative proposals put forward by the applicant. As with the access arrangements, whilst the principle of the stormwater management is considered acceptable, full details would be required to be submitted, approved and implemented through the subsequent permit application process. As well as assessing the drainage functionality of this setback area at permit application stage, it would be necessary at this stage for the applicant to provide clear details of the visual appearance of the area, including extent of cut and fill, and planting proposals. This setback area would be considered to be encumbered land that would not be credited as public open space.

Public Open Space

The proposed Development Plan includes a one hectare area of public open space (a neighbourhood park), which would be transferred to Council in stage 2 of the subdivision. The Schedule to Clause 52.01 of the Colac Otway Planning Scheme requires a 10% public open space contribution in Apollo Bay for subdivisions of 11 lots or more. In accordance with Section 18 of the Subdivision Act, the levy can be paid in the form of cash, a physical contribution or both. The 10% requirement is based on the developable area of the land. This is double the State standard requirement of 5% and is included because of an identified shortage of public open space in Apollo Bay. The developable area of the land at 6280 Great Ocean Road is 13.967ha, which excludes land in the RCZ area (not proposed for development). This means approximately 1.4 hectares of open space would need to be provided to meet the 10% requirement. The proponent proposes a 1 hectare public open space reserve central to the property. This means there would be a shortfall of approximately 4000 square metres. This would be paid in cash equivalent to the value of the land, to be used by Council for the purchase or improvement of open space.

It is not considered appropriate to require the physical provision of open space as part of stage 1, as this would result in Council having ongoing maintenance requirements for a small patch of land that would serve little purpose for local residents.

However, if no physical open space contribution is required, it would be necessary to ensure that a bond relating to open space provision is provided for stage 1 of the subdivision at permit application stage. A similar arrangement is in place for the provision of public open space at Mariners Vue, with a permit condition requiring the owner or developer to pay Council a bond equivalent to 10 per cent of the site value of the land in stage 1 of the subdivision, unless this stage is subdivided concurrently with stage 2. The condition also specifies that the bond will be released upon the transfer of the relevant open space to Council (ref. PP84/2016). Full details of what would be included in the open space would be provided as part of the subdivision permit application, including location of play areas, contours of the open space.

Council's Recreation and Open Space Unit has confirmed that it is generally satisfied with the proposed Open Space Reserve and general layout of the amended Development Plan. It was noted that the proposed Open Space Reserve appears to be of adequate size and dimensions to provide easy adaptation in response to changing community active and passive recreational preferences, the street frontages on all sides of the reserve would maximise passive surveillance to provide for public safety, it appears to be unencumbered and suitable for the intended use, and it would be linked to the existing pedestrian beach access by the main pedestrian circulation route including a proposed pedestrian refuge on the Great Ocean Road. It was noted more specific designs would be needed at permit application stage to ensure this link would be accessible and suitably dimensioned, i.e. it may need to be wider than a standard footpath and classed as a shared pathway (with the designation of this link as emergency access appearing to increase such potential shared use).

Landslip Risk Mitigation Measures

The Geotechnical Assessment report submitted with the Development Plan identifies that the hills behind the proposed subdivision area could be a landslide hazard risk for some of the allotments. Landslip mitigation measures would therefore be required for any stage at risk from landslide (which would be established through a report submitted for each stage of the subdivision), with the provision of an earth bund (or bunds), and/or a landslide debris retention fence, being potential measures that would address the risk along with vegetation planting on the hills to stabilise the land. Detailed work on the mitigation measure(s) would be required at permit application stage, but it is recommended that any measures put forward address not only technical requirements, but also matters such as visual impact and design life/longevity considerations. In addition, ongoing maintenance (including an inspection and, if necessary, replacement regime) would need to be enforced through permit conditions and a legal agreement under section 173 of the Planning and Environment Act 1987 (the Act). Requirements for such arrangements would be incorporated in the Development Plan Synopsis Document. A Section 173 agreement is an effective way of highlighting on-going obligations on land owners for maintenance of such a measure.

It is proposed that the landslide mitigation measures would be managed by an Owners' Corporation, with membership based on the lots benefiting from the measures. Since consideration of the original Development Plan, additional work has been done by lawyers acting on behalf of Council and the applicant to ensure such arrangements would work on an ongoing basis, without any liability to Council. Council's geotechnical consultant is satisfied that the proposed outcome (which is conceptual and requires detailed design at the planning permit stage), is a safe outcome for the community and can be effective in terms of the on-going management arrangements.

Fire buffer

A 25 metre deep fire buffer is proposed to the rear of the developable area of 6280 Great Ocean Road, along the border with the hills located in the RCZ. This area would be clear of vegetation to minimise fire risk.

It has been proposed that, as with the landslip mitigation measures, the fire buffer area would be managed by an Owners' Corporation with membership based on lots benefiting from the measures.

The CFA, which attended the Compulsory Conference on 19 January and was provided with a copy of the amended Development Plan (v.14) substituted for the original one (v.12) at that meeting, advised on 9 February 2017 that it *"has no objection to the amended development [i.e., v.14] plan submitted regarding this matter"*. A copy of the Development Plan as amended on 14 February has also been referred to the CFA, but it is noted that the proposed fire buffer arrangements have not altered.

Heritage

The principle of the use of this land for residential purposes was established when the land was rezoned. However, it is noted that a Federal Government assessment of the Development Plan may be required under the Environmental Protection and Biodiversity Act 1999 (EPBC Act) because of the National Heritage Significance of the Great Ocean Road. The applicant has been made aware of this potential requirement and will be required to determine if an application is needed through a referral to the Federal Department of Environment (an assessment that costs \$7,352). It has previously been agreed with the applicant that a note will be included in the Development Plan synopsis document to ensure that the proposal would comply with the EPBC Act prior to the subdivision stage (if required). Notwithstanding what this document states however, the applicant is obligated to comply with any requirements of the EPBC Act, independent of the planning process.

Submissions Received as Part of the Exhibition Process

Whilst there is no statutory public notification process for development plans, as with the original Development Plan it was decided that an informal process of notification would be undertaken to help inform Council's decision.

The Development Plan was therefore put on public notice between 30 January 2017 and 20 February 2017. Letters were sent to adjoining and surrounding landowners and occupiers, and anyone who made a submission on the original Development Plan. The Development Plan was also advertised on the website, Council's Facebook page and in the Apollo Bay News Sheet on 2 February 2017.

When public notification was carried out on the original Development Plan, a total of 24 submissions were received, which comprised four (4) in support of the Plan and twenty (20) either raising concerns or objecting. At the time of drafting the current report, 13 submissions to the amended Development Plan had been received, together with submissions from the Otway Coast Committee and the Western Coastal Board. Copies of all submissions received have been circulated to Councillors. These are outlined below, with a Council response to some of the key issues raised.

A number of the submitters provided positive feedback, or queried elements of the proposal, rather than objecting to the amended plan.

Six individual submitters, whilst querying some aspects of the proposal, noted that the amended Development Plan *“looks like a good outcome”*, that the *“new plan has overcome many of the objections”*, that the *“plans look a lot better”*, that *“suggested agreements to date is a vast improvement on that originally submitted”* and that *“this is a great improvement on the original plan”* and that there is *“positive feeling in the community that with council’s help we are going to get a good outcome for everyone”*.

Some submitters objected to the amended Development Plan. The main reasons for objecting related to:

- the size of the proposed development (including number of lots, block sizes, dwellings potentially being two-storey and lack of space to plant “mega-flora” to soften development);
- being insensitive to the entry point to Apollo Bay;
- the visual impact of the proposal;
- the fact there are existing subdivisions and empty lots throughout the township;
- concerns about stormwater and the volume of water that would be generated, with reference to impact on public land and beach;
- concerns about potential for environmental impact/pollution on public land and beach due to stormwater runoff (with a request for the installation of litter, silt and pollutant traps upstream of any runoff discharge);
- concerns about access, including the fact there would only be one;
- access to the RCZ land for maintenance of fire buffer and landslide mitigation measures;
- concern about costs of setting up or maintaining the subdivision (including a desire for a footpath on the development side of the Great Ocean Road and maintaining the boundary area from slippage);
- opposition to widening of Great Ocean Road on ocean side;
- need for developer to be responsible for provision of safe beach access;
- that the plan appears to maximise developer profit at the expense of other ratepayers and the environment; and
- feeling that proposal would have negative social and financial consequences for Apollo Bay by reducing the aesthetic quality of the area, with resultant loss of appeal of the town.

As noted, a number of submitters queried elements of the proposal, rather than objecting per se. Queries raised included questions about the appropriateness of the access point which it was considered could be awkward for lots towards the south-east and the long term implications of the court adjacent the caravan park; who would pay for the landscaping on the slopes to the rear of the subdivision and when would it be established; how would Council supervise the regeneration of the hills and would it fall to the ratepayers to pay for this: who would pay for the proposed landslide protection fence, its future maintenance and cleaning up of debris; and who would maintain the 50m setback at the front of the site. One submitter noted that a new town plan would be required to manage the new residents, multiple visitors and buses, and traffic. A couple of submitters raised the need for a footpath, with lighting, along the Great Ocean Road. One submitter felt that some issues were not addressed, such as acknowledging the Great Ocean Road heritage listing; providing an impact study of the drainage solutions and discharge to the foreshore; providing a timeline for proposed neighbouring developments that provide alternate entry and egress roads; and details about responsibility for maintaining the fire buffer and landslip mitigation measures whilst development is being occupied. One submitter provided a sketch plan showing alterations to the access and emergency access (as shown in version 14).

He also suggested that the landscape buffer including water sensitive drainage treatment should be identified more strongly as Landscaped Buffer Area and Retarding Basin, and that the fire buffer and landslide protection strip should be redesigned to be completely outside the subdivision area and not shown at this stage as a future responsibility of any Body Corporate (instead being the developer's responsibility).

It was also noted that the plans were draft and that more detail should be required before approval. In addition one submitter considered that a final decision should await a review to consider the impact of the proposal on the Great Ocean Road having regard to its heritage listing.

Otway Coast Committee and Western Coastal Board

The Otway Coast Committee (OCC) and the Western Coastal Board were also notified of the amended Development Plan. The Western Coastal Board advised it has no further comment.

The OCC commented on both versions 14 and 15 of the Development Plan. It expressed support for the 50m wide landscape buffer adjacent to the Great Ocean Road, but noted it would not accept responsibility for management of any public open space arising from the subdivision, including the proposed landscape buffer land. It expressed concerns about the potential for environmental/erosion impact on public land and the beach due to stormwater runoff and asked that the subdivider submit a new Coastal Hazard Assessment Management Plan (previously undertaken when land was rezoned). The OCC also noted the potential for environmental impact/pollution on public land and the beach and requested the installation of litter, silt and pollutant traps upstream of any runoff discharge. It advised that it opposes any widening of the Great Ocean Road towards the south-east (i.e. the ocean side). The OCC requested that the subdivider, at its own cost, provide safe access from the proposed pedestrian crossing onto the beach, and advised that it expects the access to be designed and constructed in a manner that does not impact on the environment, restricts access at other locations, properly intersects with the Apollo Bay to Wild Dog pathway and is resilient to sea level rise. The OCC also requested the opportunity to review any such information submitted.

Comment

As discussed in previous reports about the original Development Plan submitted for this land, the rezoning of most of the subject land to Neighbourhood Residential Zone and the application of the Development Plan Overlay, under Amendment C74 (Apollo Bay Settlement Boundary and Urban Design Review) in November 2014, effectively established the principle of residential subdivision and development on this land.

DPO5 seeks to ensure a range of matters are addressed prior to the approval of any subdivision of the land. These include matters such as the road network, open space, cultural heritage, landslip risk, flora and fauna, and stormwater management. Referrals have been carried out to external authorities and internal Council departments to assess whether the principle of the amended Development Plan is acceptable, having regard to these matters, subject to further detailed technical work being carried out at permit application stage.

It is considered that the principle of the subdivision as proposed by the Development Plan is acceptable, having regard to the zoning of the land and the overlays which cover it. In terms of the Development Plan, it is necessary to consider matters such as the potential impact on the character and landscape values of the area (having regard to matters such as the setback from the Great Ocean Road, lot layout and sizes), the acceptability of the proposed road network, the amount and location of open space provision, and the principle of the arrangements proposed for access, drainage, and the mitigation of fire and landslide risk. Each of these matters has been assessed in consultation with relevant Council departments and external authorities, all of which concur that the amended Development Plan would provide an acceptable outcome.

A more detailed consideration of matters such as the exact type and extent of landslip mitigation measure required for each stage (including visual impact); the detail of stormwater treatment; the treatment of the open space including park furniture requirements; and the specification of the access arrangements (including visual appearance having regard to any requirement to cut into the clay mound and to the road incline grade required) would have to be undertaken at permit application stage. More detailed technical information would be required at this stage, with permit conditions requiring implementation of the approved measures. As noted elsewhere in this report, any requirements under the EPBC Act, due to the fact that the Great Ocean Road is nationally heritage listed, would have to be addressed by the applicant prior to subdivision.

Submissions Received from Referral Authorities

As noted earlier in this report, a number of referral authorities have commented on the amended Development Plan that forms the subject of this report.

DELWP, the CCMA, VicRoads and Council officers have attended meetings with the applicant to discuss access arrangements, stormwater management proposals (including potential for impact on coastal land) and the requirement for a flood study. These authorities have all confirmed that they are satisfied in principle with the amended Development Plan, albeit VicRoads has concerns about the proposed provision of an emergency access to the Great Ocean Road, but will require further detail at permit application stage.

The CFA has also advised that it does not object to the amended Development Plan.

Downer confirmed that no recorded AusNet Services Gas reticulation exists in the subject area and that it has no objection to the proposal.

The CCMA also commented on the amended Development Plan, stating in initial comments that:

“An amended Development Plan (v15 9/2/2017) has been substituted by the developer for approval at the VCAT Compulsory Conference and subsequent meetings with council officers. The overall Stormwater Concept Plan [which is an indicative plan, provided on a without prejudice basis] has changed slightly with roadways more aligned to the natural overland flow paths, but essentially the same layout as before.

The CMA believes that the proposed residential development for ATI No.5 land is likely to meet the requirements of DP05 planning provisions if generally in accordance with the plans and the Stormwater Management Strategy submitted with the application. Please note the pre development flood mapping is a requirement for this site to establish existing flooding conditions up to and including the 1% AEP flood event.

This mapping can be in the detail design phase of the development and will need to be completed and approved before statement of compliance can be issued for the subdivision.

The Corangamite CMA has no objection to the drainage concept plans and the amended Development Plan.”

Barwon Water (BW) provided the following response to the amended Development Plan on 21 February 2017:

“I can confirm that BW are comfortable with the revised DPO5. The developer’s representative, Beveridge Williams, has had discussions with Barwon Water where the servicing solution has been discussed.

It is now the developers preference to site the water tanks on adjacent land to the west [i.e. land in Mariners Vue, which recently had a Development Plan and subdivision application approved], where BW currently has a Public Acquisition Overlay (PAO). Provided negotiations between developers is positive, this option is acceptable to BW. It is also noted that two lots will be shaded as ‘potential water tank site’ as a contingency if the preferred option encounters difficulties. Should the contingency sites be required, further concept work would be required at that time. This is acceptable to BW for the DPO purposes.

The sewer pump station has now been indicatively shown with access should be [sic] from internal roads, not the GOR. This is acceptable to BW.”

It is noted that the amended Development Plan provided on 14 February 2017 shows “an approximate proposed location of sewer pumping station (extent and form of works subject to detailed design)”. It is recommended that if in principle support is given to the amended Development Plan, it be made explicit that the exact location of the sewer pumping station is to be determined at permit application stage and that the location depicted on the amended Development Plan would not be acceptable if it would have any detrimental visual or amenity impacts.

Public Transport Victoria, when consulted on proposed stage 1 of the original Development Plan, advised that it has no objection to the proposal.

Council’s Infrastructure, Recreation & Open Space and Environment Units have also all confirmed that they have no objection to the amended Development Plan.

Notes on Development Plan

The Development Plan includes notes added in by the applicant at the request of Council. These notes seek to ensure certain matters are addressed at the subdivision stage, including that:

- Appropriate landslide mitigation measures are provided to ensure protection of dwellings from possible landslides. The requirement for the mitigation measures must be considered for each stage of the subdivision, to ensure no lots can be developed without any requisite safety measures being in place. The potential visual impact of approved measures will be assessed, as well as the technical performance and design life of the measure.
 - The arrangements for ongoing maintenance, including a schedule for an inspection and, if necessary, replacement regime will also have to be established at subdivision stage.

- A flood study is to be completed prior to the subdivision, based on a CCMA requirement. If any alterations to the layout are required as a result of the flood study, the Development Plan would have to be amended accordingly.
- Any requirements under the EPBC Act, due to the fact that the Great Ocean Road is nationally heritage listed, are to be addressed by the applicant prior to subdivision. This includes, if necessary, protection of aesthetic values from surrounding areas.

7. FINANCIAL AND OTHER RESOURCE IMPLICATIONS

Council has engaged Harwood Andrews Lawyers to represent it at VCAT on this matter. Costs associated with this representation have been factored into the mid-year budget review. These costs will be minimised if a resolution can be reached with the proponent and other parties prior to the full hearing in April.

8. RISK MANAGEMENT & COMPLIANCE ISSUES

The safety of future development of the land hinges on the construction of an appropriate landslide mitigation measure to the rear of the proposed developable area. As proposed, this fence would be managed by an Owners' Corporation, with membership based on lots within the land benefiting from the measure implemented. Council would not be responsible for maintenance, or any liability issues.

9. ENVIRONMENTAL & CLIMATE CHANGE CONSIDERATIONS

A Coastal Hazard Vulnerability Assessment (CHVA) has been submitted. This indicates that the area of the land to be subdivided would not be inundated to 2100, on the assumption of a 0.8m sea level rise. This level accords with the benchmark sea rise level recognised throughout Planning Schemes in Victoria.

10. COMMUNITY ENGAGEMENT

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of July 2013, which details five levels of engagement – inform, consult, involve, collaborate and empower.

There is no statutory provision for public notification of development plans. The Development Plan Overlay Schedule 5 went through a public exhibition process, during the Planning Scheme Amendment process as per the requirements of *Planning and Environment Act 1987*.

Despite this, both versions of the amended Development Plan were exhibited on an informal basis to the public, by sending letters to adjoining and surrounding landowners and occupiers, and to submitters on the original Development Plan. This was done to help inform Council's assessment and enable a better informed decision to be made in appreciation of the benefits of local knowledge.

The Development Plan was also advertised on the website, Council's Facebook page and in the Apollo Bay News Sheet on 2 February 2017. The level of engagement was to consult, as submissions were invited from the public on the Development Plan. The responses received are discussed above.

11. IMPLEMENTATION

As discussed above, this matter is before VCAT and Council needs to determine whether or not to advise VCAT that it supports the amended Development Plan, rather than approving or refusing it. The Consent Order issued after the Compulsory Conference requires Council and the applicant to advise the Tribunal in writing by 16 March 2017:

- *whether the matter is resolved or is proceeding to a hearing,*
- *if that party is ready for a hearing,*
- *whether the hearing scheduled to commence on 26 April 2017 is likely to proceed;*
- *whether any other procedural orders are required; and*
- *whether a further directions hearing or mention is requested.*

If the amended Development Plan is ultimately approved, the proponent would still need to obtain a planning permit/s for the subdivision of the land. A planning application has already been submitted for stage 1 of the proposed subdivision (ref. PP253/2015). The Development Overlay, under Clause 43.04-1, requires that the subdivision must be generally in accordance with an approved Development Plan. It should be noted that a planning application in general accordance with an approved Development Plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

12. CONCLUSION

Key considerations in the assessment of this proposal relate to compliance with the zoning and overlay provisions of the Planning Scheme. One of the consistent requirements in the controls affecting the subject land is that the significant coastal landscape setting of this area be protected.

The principle of subdividing this land and allowing residential development has been established and arguments against this cannot be revisited. However, any future subdivision and development of this land must not be detrimental to the character and landscape setting of this coastal town, or adversely impact on the iconic Great Ocean Road. Whilst it was resolved that the original Development Plan would have failed to accord with the purposes and objectives of the zones and overlays that apply to this land, it is considered that the amended Development Plan has addressed the key concerns with that proposal. It is considered that the 50m setback to the Great Ocean Road, together with the increased lot widths and the proposed building restrictions would ameliorate the potential visual impact of any future development on the land on the character, landscape setting and heritage values of the area.

It is noted that additional work would be undertaken on matters such as the landslide mitigation measures, access arrangements and stormwater treatment, all of which it is considered are acceptable in principle, as part of subsequent permit applications.

It is therefore recommended that VCAT be advised that Council supports the amended Development Plan, subject to the resolution of outstanding issues, as summarised in the recommendation below.

13. RECOMMENDATION

That Council:

1. ***Advises the Victorian Civil and Administrative Tribunal (VCAT) that Council would have approved the amended Development Plan (including the design guidelines) for 6230 and 6280 Great Ocean Road, Apollo Bay (prepared under Schedule 5 to the Development Plan Overlay) had an appeal not been lodged, subject to the plan being amended:***
 - a) *to ensure all lots are in one zone;*
 - b) *to specify in the annotation relating to the proposed sewer pumping station that the proposed approximate location is subject to an assessment of visual and amenity impacts, and an alternative location within the site may be required: and*
 - c) *to include a Development Plan Synopsis Document, with any specified requirements and obligations in that document agreed by Council and relevant statutory authorities.*
2. ***Advises VCAT in writing that the matter is resolved subject to the applicant agreeing to the further amendments required by Council listed above.***
3. ***Advises all parties directly notified about the Development Plan of Council's decision.***

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**ATTACHMENT 1****The Subject Land**

The land at 6280 Great Ocean Road, which has an area of 36.6 hectares, is largely vacant with the exception of some sheep farming, one dwelling (on the land which is the subject of the long term lease) and some sporadic vegetation. Only the land in the NRZ1 is proposed for subdivision into residential lots. This part of the land has an area of 17.4 hectares.

The area in the Rural Conservation Zone on the western side of the land is characterised by steep hills, whereas the balance of the land slopes gently in a south easterly direction. The landslip mitigation measure(s) and fire buffer would be located in this area, where the planting of vegetation is also proposed to ameliorate landslip risk.

There are three small waterways traversing the subject land, with the water running from west to east. These gullies carry water during heavy rain events. There are scattered patches of trees on the land.

The land at 6230 Great Ocean Road has an area of approximately 4.1ha. The Development Plan includes a proposed road network going through this parcel of land.

In terms of planning controls, the land to be subdivided into residential lots is in the Neighbourhood Residential Zone (NRZ1). Land not suitable for development (due to steepness, proximity to Wild Dog Creek or future susceptibility to inundation) is in the Rural Conservation Zone (RCZ). The Great Ocean Road is a road in a Road Zone Category 1.

All of the land is covered by DPO5. The land in the NRZ1 is covered by a Design and Development Overlay (DDO10). The land in the RCZ is covered by the Erosion Management Overlay (EMO1) and a Significant Landscape Overlay (SLO3 - Apollo Bay Coastal Valley and Hills Precinct).

Land within 200m of the ocean and Wild Dog Creek is designated an area of cultural heritage sensitivity.

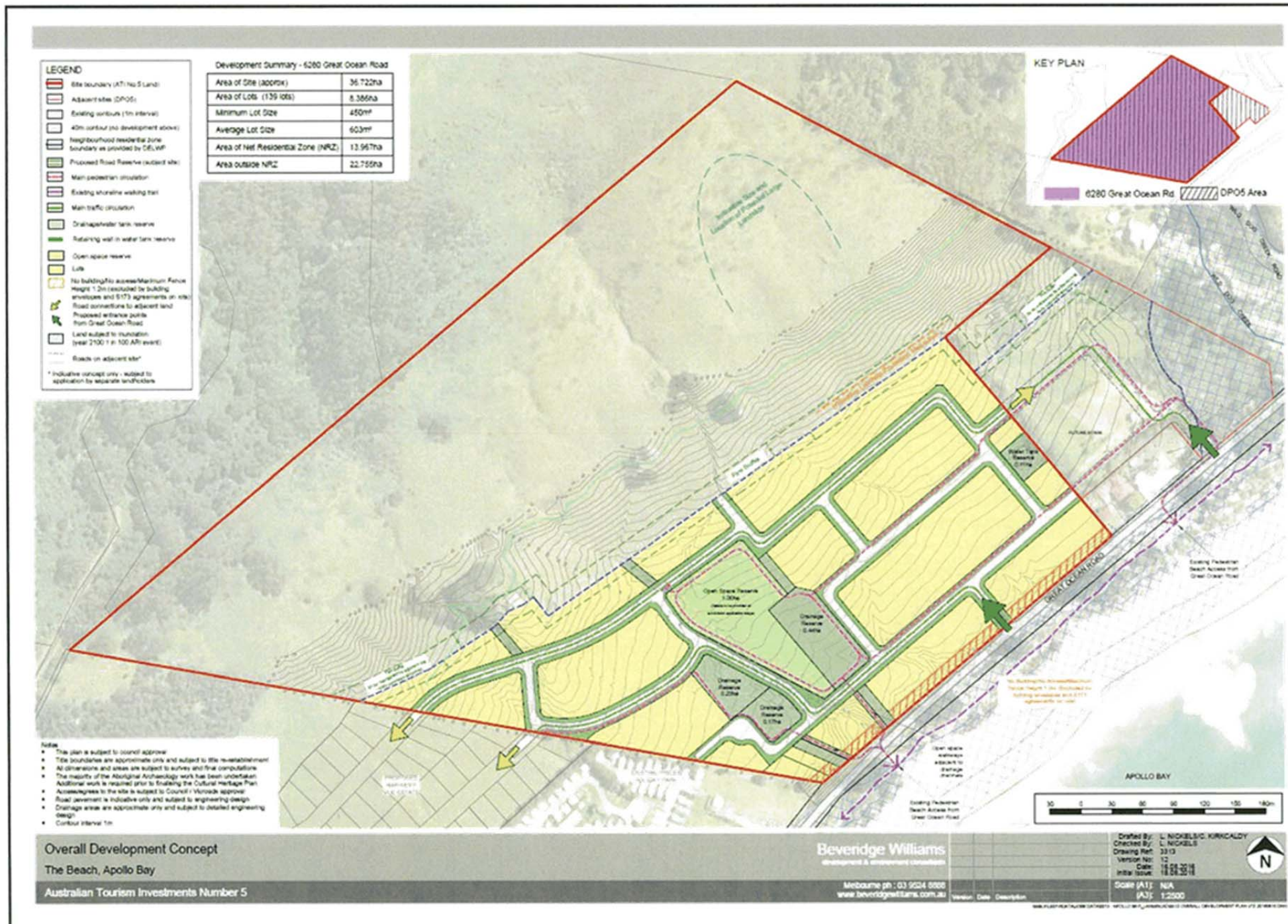
**Surrounding area**

- Abutting 6280 Great Ocean Road to the south is 40 Marriners Lookout Road, which is expected to be subdivided into residential lots in the future. A Development Plan was approved for that land on 5 October 2016, together with an adjoining lot at 30 Marriners

Lookout Road, under Schedule 4 to the Development Plan Overlay (DPO4 – Marriners Vue). A planning permit for the staged subdivision of the land into 136 lots, which was identical to the layout shown in the approved Development Plan, was issued on 2 November 2016 (ref. PP84/2016).

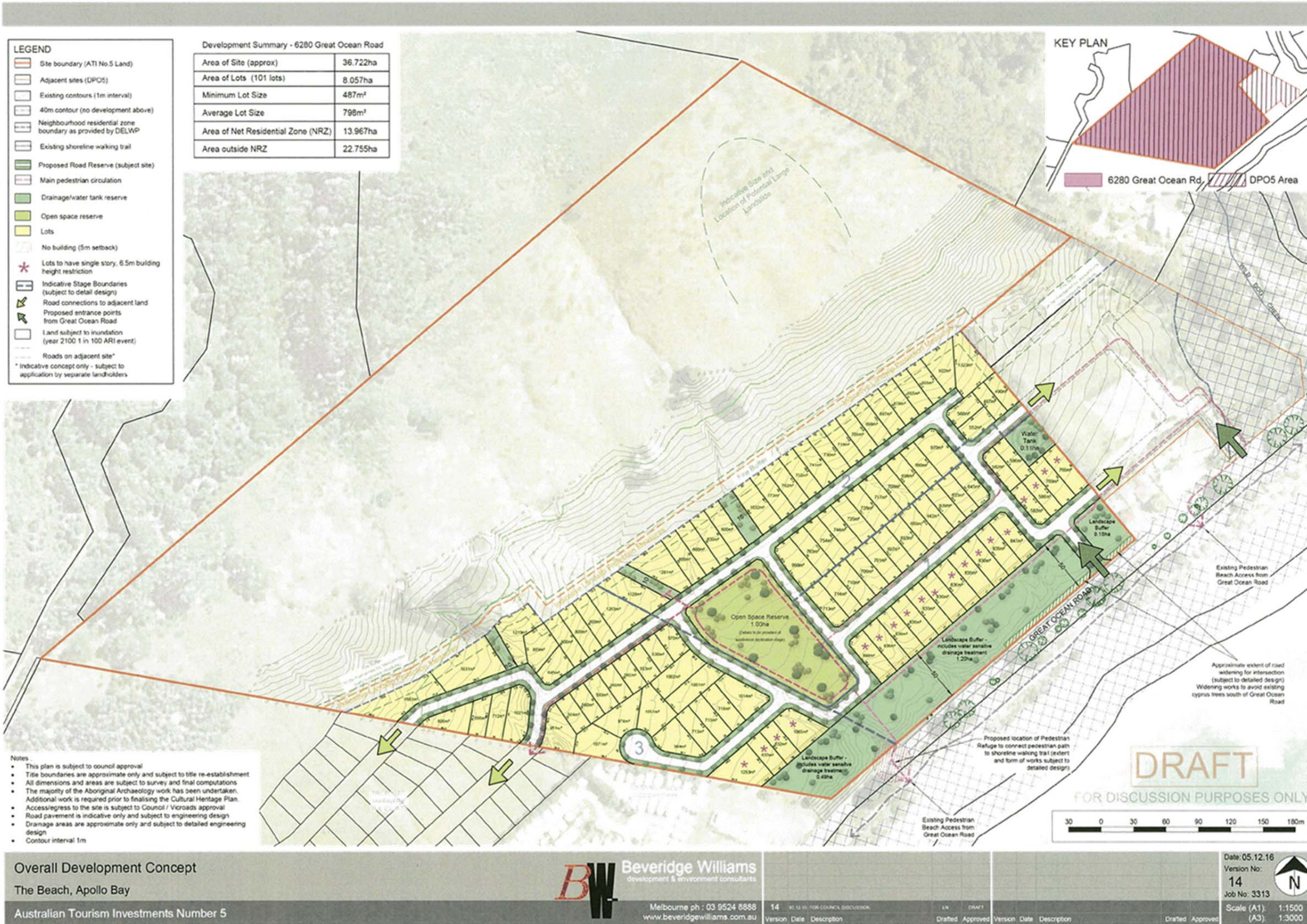
- 6280 Great Ocean Road also abuts the Pisces Caravan Park to the south.
- To the east of the site is the Great Ocean Road and Apollo Bay beach.
- To the east of the site are 6230 Great Ocean Road (also covered by DPO5), 6250 Great Ocean Road (Apollo Bay Museum) and 6240 Great Ocean Road. In addition there are two dwellings on large blocks (6232 and 6234 Great Ocean Road) to the north.
- To the north west of the land at 6280 Great Ocean Road are large rural landholdings and a lookout at the peak of Marriners Lookout Road. The nearest dwelling to the site on this boundary is at least 150 metres away.

Figure 02 – Overall Development Concept (Version 12) prepared by Beveridge Williams

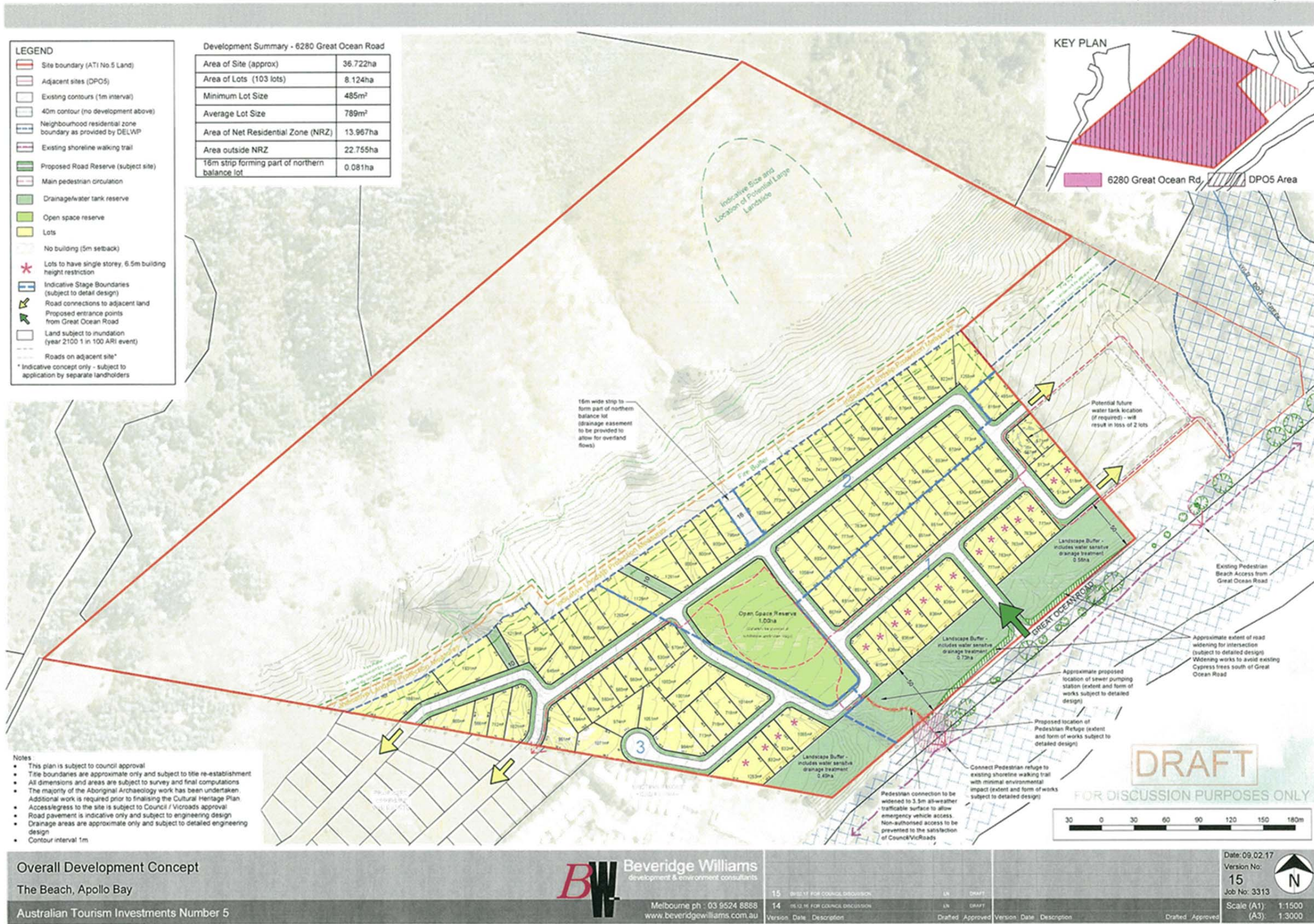




ATTACHMENT 3



ATTACHMENT 4



**Attachment 5 – DPO5 Development Plan Design Guidelines**

- External building materials shall be a composite of contemporary and coastal cladding and avoid the use of a single building material for dwelling facades
- Building design shall have a 'coastal' character complementing local culture or natural features and avoid building designs which have a typical 'suburban' appearance or period style replicas such as mock Federation, or Georgian architecture, or solid brick veneer and tiled roof dwellings
- Building facades should avoid solid bulky structures with blank walls or smooth, uninterrupted, single coloured surfaces.
- Rooves shall have a simple form with extended eaves for passive solar design.
- Colours of claddings and/or paint to be in muted tones that harmonise with the rural/vegetated slopes of the northern approaches to Apollo Bay.
- Roofing materials must be non-reflective and the use of zincalume or tiles shall not be allowed.
- Garages and carports are to be located behind the front building line and must not dominate the building frontage
- Development proposals to include landscape plans providing for low maintenance indigenous/native vegetation.
- Only one vehicle crossover per lot shall be allowed
- Building designs are to avoid excessive cut and fill
- Outbuildings and other structures shall not have a height greater than 5 metres and be shall be located and designed to complement the principal dwelling form.
- Fencing on lot boundaries shall be rural in style (e.g. post and wire, post and rail)

## PLANNING COMMITTEE MEETING

### PLANNING & BUILDING STATISTICAL REPORT – JANUARY 2017 PC170803-2

|                           |                                                          |                        |                                  |
|---------------------------|----------------------------------------------------------|------------------------|----------------------------------|
| <b>LOCATION / ADDRESS</b> | Whole of Municipality                                    | <b>GENERAL MANAGER</b> | Gareth Smith                     |
| <b>OFFICER</b>            | Doug McNeill                                             | <b>DEPARTMENT</b>      | Development & Community Services |
| <b>TRIM FILE</b>          | F17/1179                                                 | <b>CONFIDENTIAL</b>    | No                               |
| <b>ATTACHMENTS</b>        | 1. Planning & Building Statistical Report – January 2017 |                        |                                  |

#### Planning Statistics

- 28 Planning Permit Applications were received for the period of 1 January to 31 January 2017.
- 24 Planning Permit Applications were considered for the period 1 January to 31 January 2017.

#### Building Statistics

The building statistics shown in the attachments to this report are updated to 31 January 2017.

### RECOMMENDATION

#### Recommendation

That Council notes the Planning and Building Statistical report for January 2017.

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PLANNING STATISTICAL REPORT – JANUARY 2017 - (DETERMINATIONS)

APPLICATION NUMBER	DATE RECEIVED	LOCATION	PROPOSAL	STATUTORY DAYS	DATE DETERMINED	DETERMINATION AND AUTHORITY
66/2015-2	12 JAN 17	650 TUXION ROAD APOLLO BAY	USE AND DEVELOPMENT OF THE LAND FOR A DWELLING, ACCESS/BRIDGE OVER WILD DOG CREEK, REMOVAL OF VEGETATION AND ASSOCIATED WORKS - AMENDMENT	15	27 JAN 17	AMENDED PERMIT ISSUED DELEGATE
53/2016-2	28 NOV 16	10 FORANS ROAD BARONGAROOK WEST	USE AND DEVELOPMENT OF THE LAND FOR A DWELLING - AMENDMENT	33	17 JAN 17	AMENDED PERMIT ISSUED DELEGATE
260/2012-1	04 DEC 16	16 BEECH FOREST- LAVERS HILL ROAD BEECH FOREST	CONSTRUCTION OF DWELLING	65	12 JAN 17	PERMIT ISSUED DELEGATE
143/2016-1	27 JUN 16	18 MAIN ROAD GELLIBRAND	CONSTRUCTION OF ONE DWELLING	89	18 JAN 17	PERMIT ISSUED DELEGATE
149/2016-1	23 JUN 16	48 STRACHAN STREET BIRREGURRA	RE-SUBDIVISION OF THE LAND INTO TWO (2) LOTS AND USE OF EXISTING BUILDING AS A STORE	69	3 JAN 17	PERMIT ISSUED DELEGATE
155/2016-1	11 JUL 16	545 SOUTH DREEITE ROAD DREEITE SOUTH	USE OF BUILDING AS DWELLING, DEMOLITION OF LEAN-TO AND ASSOCIATED WORKS (PART RETROSPECTIVE)	71	20 JAN 17	PERMIT ISSUED DELEGATE
214/2016-1	13 SEP 16	2/32 CAMPBELL COURT AND COMMON PROPERTY APOLLO BAY	BUILDINGS AND WORKS COMPRISING EXTENSION TO DWELLING	104	30 JAN 17	PERMIT ISSUED DELEGATE

PLANNING STATISTICAL REPORT – JANUARY 2017 - (DETERMINATIONS)

APPLICATION NUMBER	DATE RECEIVED	LOCATION	PROPOSAL	STATUTORY DAYS	DATE DETERMINED	DETERMINATION AND AUTHORITY
226/2016-1	14 SEP 16	30 GREENS ACCESS GELLIBRAND	USE AND DEVELOPMENT OF THE LAND FOR A TELECOMMUNICATIONS FACILITY (35M MONOPOLE) AND ASSOCIATED WORKS	56	27 JAN 17	PERMIT ISSUED COUNCIL
232/2016-1	22 SEP 16	415 BARRYS ROAD BARONGAROOK WEST	CONSTRUCTION OF A TELECOMMUNICATIONS FACILITY (35M MONOPOLE) AND ASSOCIATED WORKS	58	27 JAN 17	PERMIT ISSUED COUNCIL
246/2016-1	07 OCT 16	195 TRIGGS ROAD COLAC EAST	TWO (2) LOT RESUBDIVISION	115	30 JAN 17	PERMIT ISSUED DELEGATE
262/2016-1	19 OCT 16	420 YEO YEODENE ROAD YEODENE	CONSTRUCTION OF A TELECOMMUNICATIONS FACILITY (35M MONOPOLE) AND ASSOCIATED WORKS	56	27 JAN 2017	PERMIT ISSUED COUNCIL
263/2016-1	24 OCT 16	16 OAK AVENUE APOLLO BAY	USE OF THE LAND FOR THE SALE AND CONSUMPTION OF ALCOHOL (RESTAURANT/ CAFÉ LICENCE)	63	9 JAN 17	PERMIT ISSUED DELEGATE
265/2016-1	21 OCT 16	36 THE BOULEVARDE WYE RIVER	CONSTRUCTION OF A NEW CARPORT/SHED AND EXTENSIONS TO EXISTING DWELLING	64	9 JAN 17	PERMIT ISSUED DELEGATE
275/2016-1	07 NOV 16	19-23 HOPKINS STREET BIRREGURRA	REMOVAL OF THREE (3) TREES	1	3 JAN 2017	PERMIT ISSUED DELEGATE

PLANNING STATISTICAL REPORT – JANUARY 2017 - (DETERMINATIONS)

APPLICATION NUMBER	DATE RECEIVED	LOCATION	PROPOSAL	STATUTORY DAYS	DATE DETERMINED	DETERMINATION AND AUTHORITY
298/2016-1	25 NOV 16	45 RYANS LANE CORAGULAC	SUBDIVISION OF LAND INTO TWO (2) LOTS	18	30 JAN 17	PERMIT ISSUED DELEGATE
300/2016-1	01 DEC 16	19 HUGH MURRAY DRIVE COLAC EAST	CONSTRUCTION OF WAREHOUSE WITH ANCILLARY OFFICES AND ASSOCIATED EARTHWORKS	14	3 JAN 17	PERMIT ISSUED DELEGATE
305/2016-1	08 DEC 16	13 ILUKA AVENUE WYE RIVER	NEW SINGLE DWELLING	32	13 JAN 17	PERMIT ISSUED DELEGATE
316/2016-1	15 DEC 16	370 QUEEN STREET ELLIMINYT	CONSTRUCTION OF SHED	36	20 JAN 2017	PERMIT ISSUED DELEGATE
318/2016-1	16 DEC 16	57-61 QUEEN STREET COLAC	MINOR BUILDINGS AND WORKS TO EXISTING BUILDING	7	20 JAN 17	PERMIT ISSUED DELEGATE
320/2016-1	16 DEC 16	31-47 CANTS ROAD COLAC	BUILDINGS AND WORKS COMPRISING EXTENSION TO BUILDING	45	30 JAN 17	PERMIT ISSUED DELEGATE
196/2016-1	26 AUG 16	2310 CARLISLE ROAD CARLISLE RIVER	BUILDINGS AND WORKS COMPRISING EXTENSION TO DWELLING	56	31 JAN 17	PERMIT ISSUED DELEGATE

PLANNING STATISTICAL REPORT – JANUARY 2017 - (DETERMINATIONS)

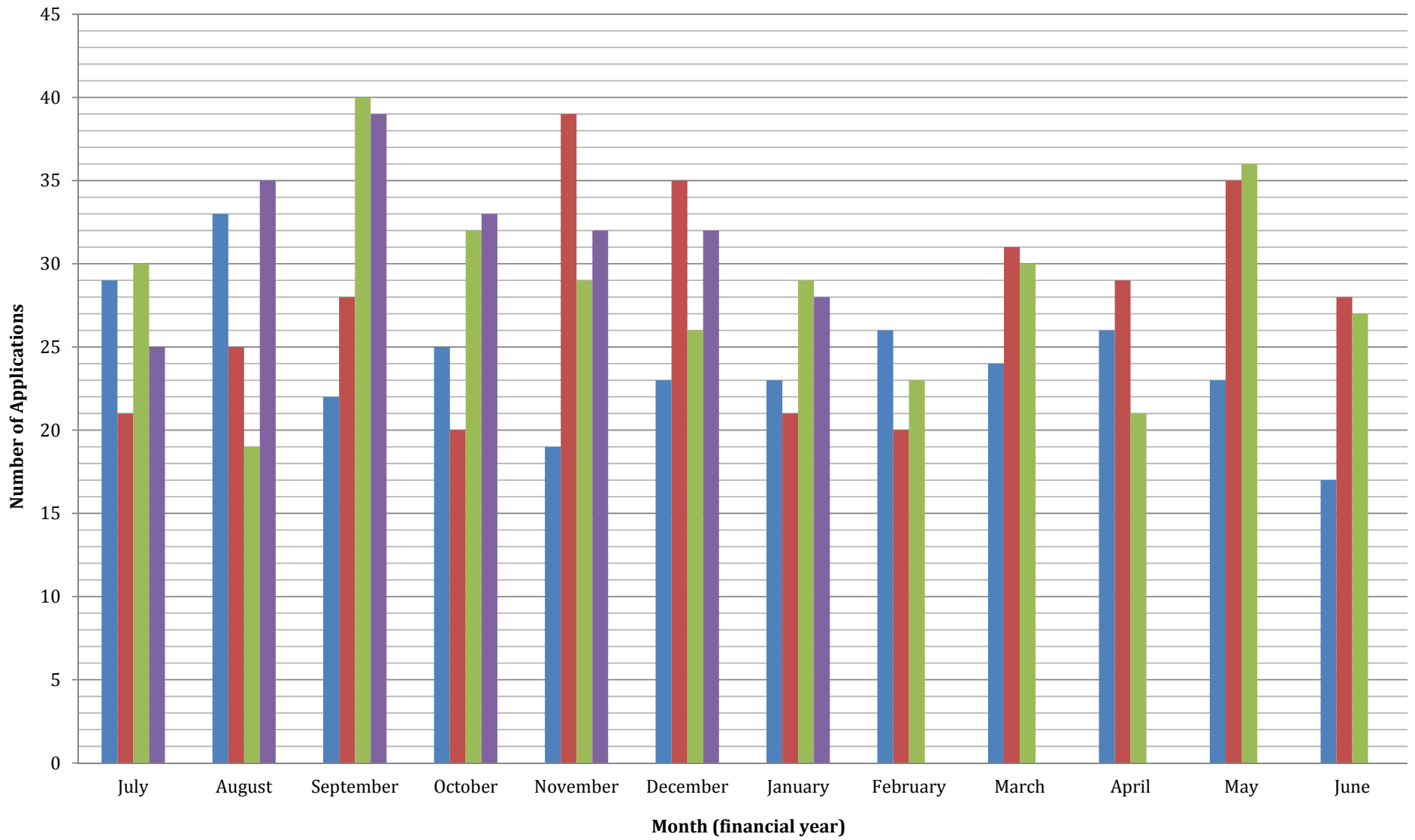
APPLICATION NUMBER	DATE RECEIVED	LOCATION	PROPOSAL	STATUTORY DAYS	DATE DETERMINED	DETERMINATION AND AUTHORITY
9/2017-1	18 JAN 16	140 TANNIS ROAD LARPENT	BUILDINGS AND WORKS COMPRISING CONSTRUCTION OF AN AGRICULTURAL SHED	1	31 JAN 17	PERMIT ISSUED DELEGATE
AVERAGE STATUTORY DAYS TO DETERMINE PLANNING APPLICATIONS				49		

PLANNING STATISTICAL REPORT –JANUARY 2017 - (PERMITS NOT REQUIRED, WITHDRAWN AND LAPSED APPLICATIONS)

APPLICATION NUMBER	DATE RECEIVED	LOCATION	PROPOSAL	STATUTORY DAYS	DATE DETERMINED	DETERMINATION AND AUTHORITY
270/2016-1	11 OCT 16	5145 COLAC LAVERS HILL ROAD LAVERS HILL	BUILDINGS AND WORKS COMPRISING CONSTRUCTION OF AGRICULTURAL SHED	0	16 JAN 17	LAPSED
310/2016-1	14 DEC 16	15 PYLES ROAD IRREWARRA	CONSTRUCTION OF DWELLING AND SHED	30	13 JAN 17	PERMIT NOT REQUIRED
AVERAGE STATUTORY DAYS (ALL APPLICATIONS)				46		

Applications Received

■ 13-14 ■ 14-15 ■ 15-16 ■ 16-17



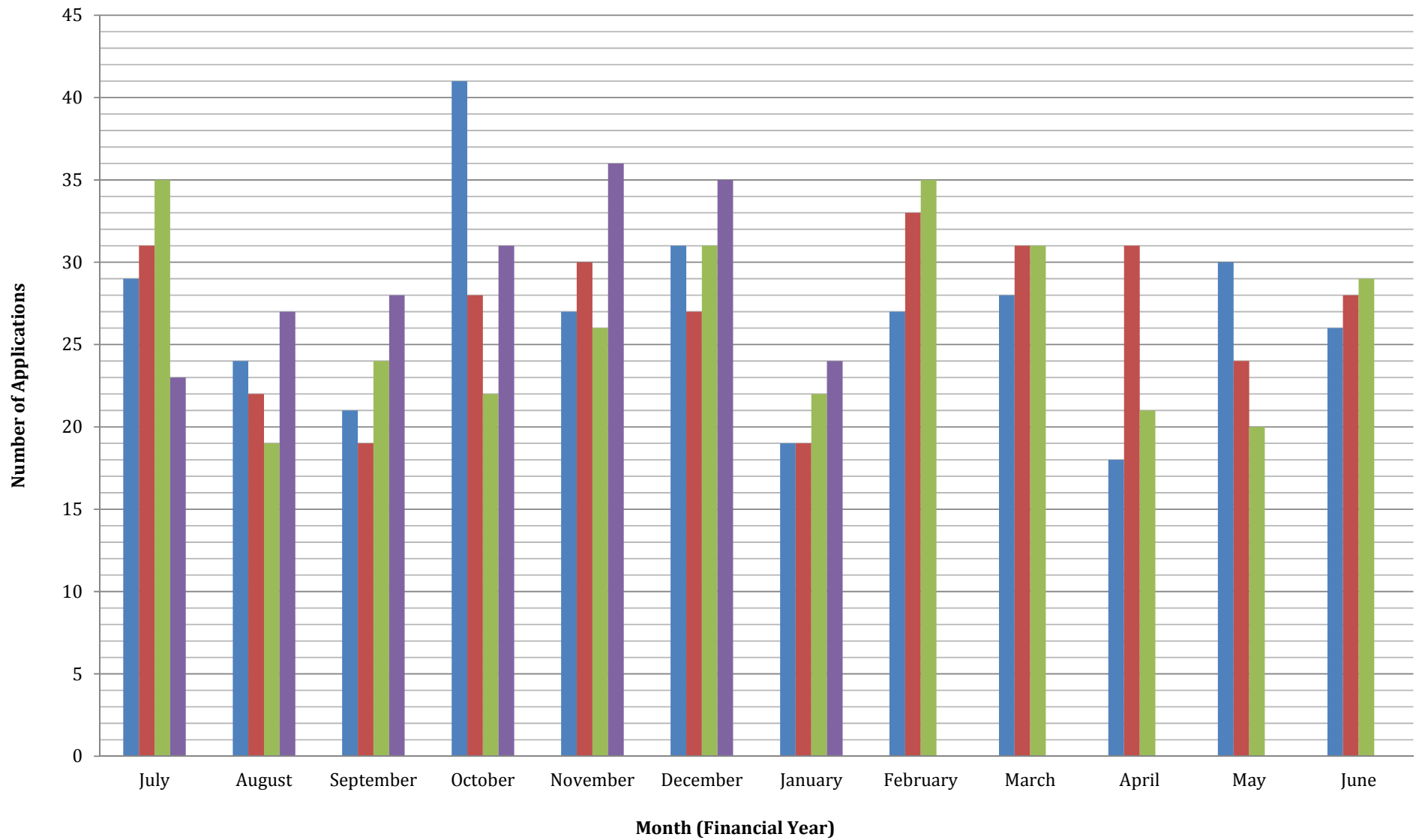
Applications Determined Monthly

■ 13-14

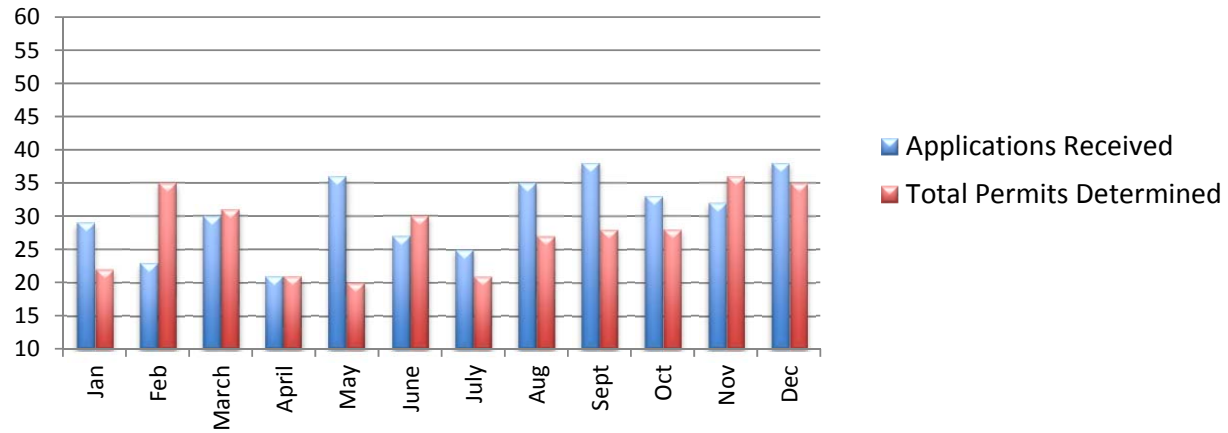
■ 14-15

■ 15-16

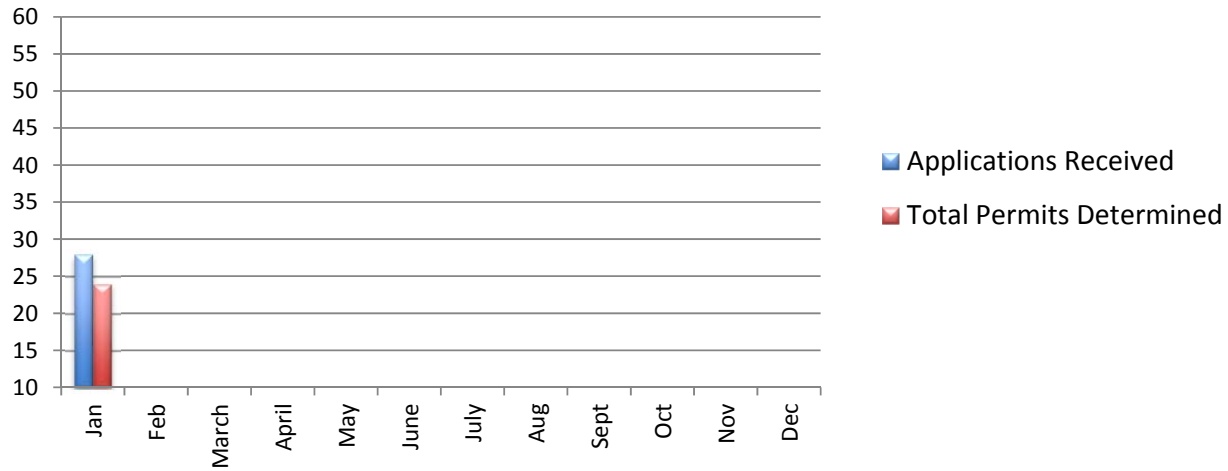
■ 16-17



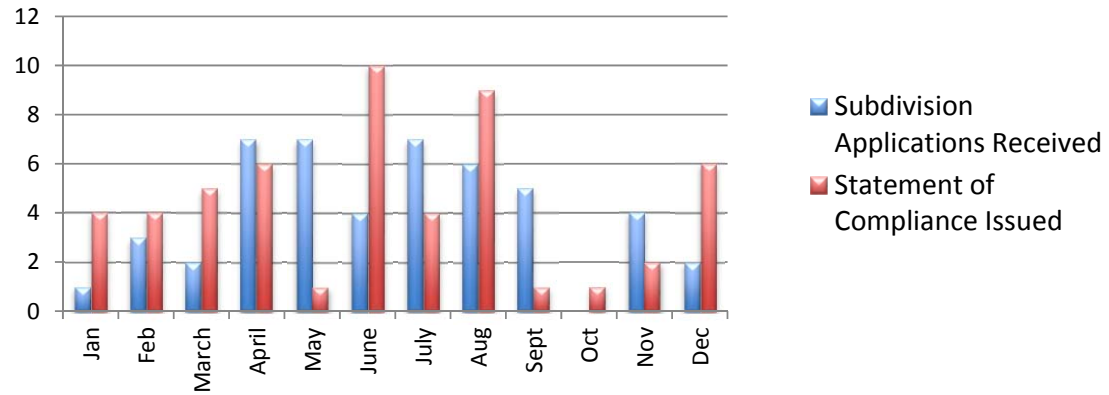
Planning Permits Received & Determined for 2016



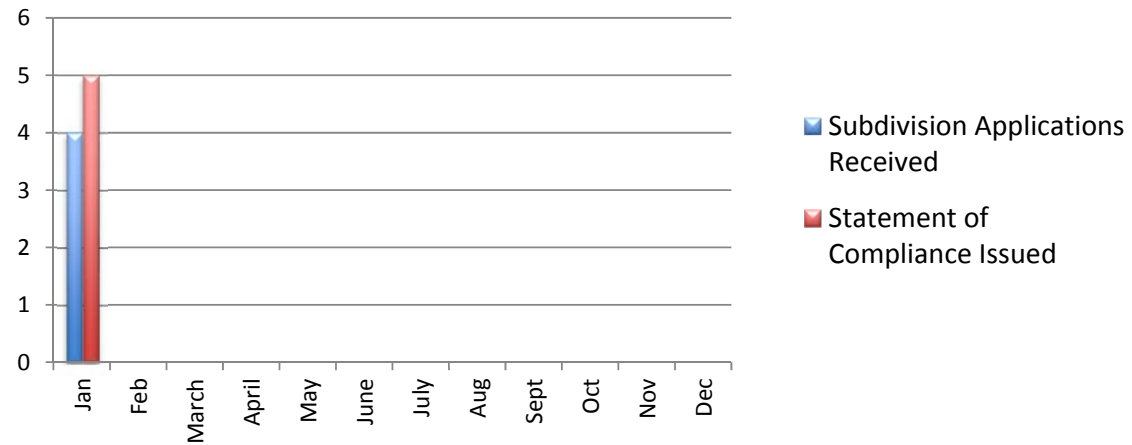
Planning Permits Received & Determined for 2017



Subdivision Applications for 2016



Subdivision Applications for 2017



BUILDING DEPARTMENT REPORT – TOTAL BUILDING PERMITS 2016 (YEAR TO DATE)

	New Dwelling		Domestic (Other)		New Commercial		Commercial (Other)		New Public/Health		Public/Health (Other)		Municipal Totals	
	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)
Jan	6	2,374,542	15	881,131	2	270,000	0	-	1	50,000	0	-	24	3,575,673
Feb	11	5,130,664	22	728,047	4	265,332	0	-	0	-	1	2,529,280	38	8,653,323
Mar	7	2,304,676	26	1,059,876	1	82,500	2	7,500	0	-	0	-	36	3,454,552
Apr	14	4,506,100	37	1,260,582	2	370,000	0	-	0	-	0	-	53	6,136,682
May	9	2,690,556	21	480,206	0	-	2	348,180	0	-	1	31,000	33	3,549,942
Jun	7	2,900,282	27	1,189,228	2	7,200,000	5	1,280,349	1	2,676,357	0	-	42	15,246,216
Jul	8	2,158,842	17	2,020,879	0	-	3	1,497,518	2	1,612,644	0	-	30	7,289,883
Aug	7	2,801,567	26	1,299,995	2	146,300	1	2,000	0	-	1	4,858,135	37	9,107,997
Sep	11	2,668,517	36	1,285,117	0	-	5	1,396,000	0	-	2	330,000	54	5,679,634
Oct	9	4,072,995	27	1,520,814	1	97,383	3	3,500,430	0	-	1	250,000	41	9,441,622
Nov	14	5,911,553	23	1,761,042	1	260,400	3	64,789	0	-	0	-	41	7,997,784
Dec	7	1,649,371	12	621,884	2	3,065,000	2	454,453	1	315,000	1	259,064	25	6,364,772
Total	110	39,169,665	289	14,108,801	17	11,756,915	26	8,551,219	5	4,654,001	7	8,257,479	454	86,498,080

Note: Figures for previous month may change at next report due to private surveyors lodging permits after report completed

BUILDING DEPARTMENT REPORT – TOTAL BUILDING PERMITS 2017 (YEAR TO DATE)

	New Dwelling		Domestic (Other)		New Commercial		Commercial (Other)		New Public/Health		Public/Health (Other)		Municipal Totals	
	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)
Jan	3	729,521	5	63,535	0	-	0	-	0	-	0	-	8	793,056

Note: Figures for previous month may change at next report due to private surveyors lodging permits after report completed

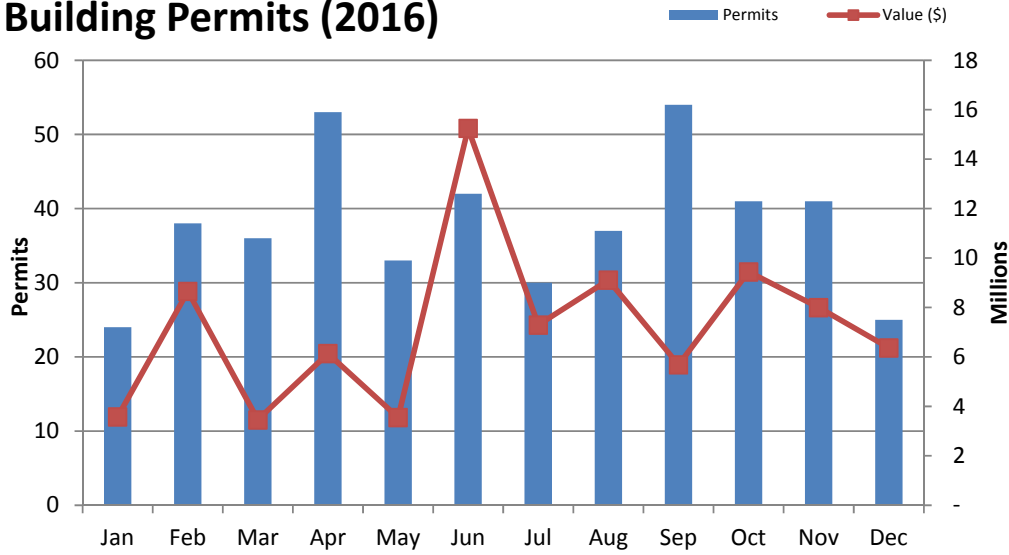
BUILDING DEPARTMENT REPORT – YEARLY COMPARISON (CURRENT YEAR TO DATE)

	New Dwelling		Domestic (Other)		New Commercial		Commercial (Other)		New Public/Health		Public/Health (Other)		Municipal Totals	
	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)	No.	Value (\$)
2012	110	37,048,125	261	9,407,333	13	17,924,594	24	2,733,674	2	2,913,411	15	4,057,333	425	74,084,470
2013	113	30,065,304	253	10,801,627	8	1,120,000	24	1,526,120	7	3,849,610	10	6,707,886	415	54,070,547
2014	107	33,376,820	251	10,123,657	7	6,185,846	19	3,536,037	7	641,868	14	12,890,553	405	66,754,781
2015	102	26,361,566	308	12,340,327	9	2,508,183	27	3,485,364	3	220,634	12	2,135,742	461	47,051,816
2016	110	39,169,665	289	14,108,801	17	11,756,915	26	8,551,219	5	4,654,001	7	8,257,479	454	86,498,080
2017	3	729,521	5	63,535	0	-	0	-	0	-	0	-	8	793,056

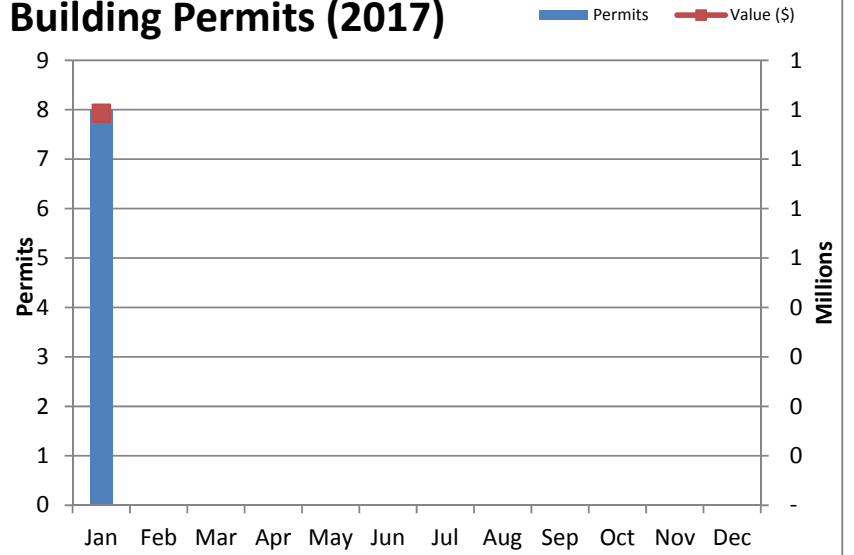
Note: Current year figures are to date only.

Definition (Examples)	New Dwelling		Domestic (Other)		New Commercial		Commercial (Other)		New Public/Health		Public/Health (Other)	
		Dwellings Multi Development Re-Erection	Extension/Alteration Verandah/Deck Shed/Garage Swimming Pool	Office Shop Restaurant Factory /Warehouse	Extension/Alteration Fit Out Demolition	Hospital Medical Clinic School	Hall Church Utilities	Extension/Alteration Demolition				

Building Permits (2016)



Building Permits (2017)



Building Permits (Year)

