



Submissions Committee Meeting Agenda

9 June 2026 at 1.30pm

COPACC Meeting Rooms 1 & 2

COLAC OTWAY SHIRE SUBMISSIONS COMMITTEE MEETING

Tuesday 9 June 2026

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COLAC OTWAY SHIRE SUBMISSIONS COMMITTEE MEETING

NOTICE is hereby given that the next **SUBMISSIONS COMMITTEE MEETING OF THE COLAC OTWAY SHIRE COUNCIL** will be held at COPACC on Tuesday 9 June 2026 at 1:30 PM.

AGENDA

1 DECLARATION OF OPENING

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 WELCOME AND ACKNOWLEDGEMENT OF COUNTRY

Colac Otway Shire acknowledges the original custodians and law makers of this land, their elders past and present.

RECORDING AND PUBLICATION OF MEETINGS

Please note: All Submissions Committee meetings live streamed and recorded when the meeting is held either at COPACC or online. This includes the public participation sections of the meetings. When meetings are held in other locations, Council will endeavour to make an audio recording of the meeting for community access. Matters identified as confidential items in the Agenda will not be live streamed or recorded regardless of venue or mode.

By participating in open Submissions Committee meetings, individuals consent to the use and disclosure of the information they share at the meeting (including any personal and/or sensitive information).

As soon as practicable following each open Submissions Committee meeting, the live stream recording will be accessible on Council's website. Recordings are also taken to facilitate the preparation of the minutes of open Submissions Committee meetings and to ensure their accuracy. Recordings will be retained by Council for a period of four years.

This meeting will be livestreamed to the public via Council's You Tube channel (search Colac Otway Shire Council at www.youtube.com).

The sole purpose of this Submissions Committee meeting is to hear persons who indicated they wish to speak in support of their written submissions to the items on this agenda.

3 MEETING ADMINISTRATION

3.1 Present

3.2 Apologies

3.3 Confirmation of Minutes

RECOMMENDATION

That the Submissions Committee confirm the minutes of the Submissions Committee meeting held on 12 May 2026.

3.4 Declarations of Interest

A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken.

4 VERBAL SUBMISSIONS

The Mayor is to read out the names of the people who have confirmed 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 limit of 5 minutes will apply.

Item: 5.1

Draft Road Upgrade Policy Submissions

OFFICER	Kanishka Gunasekara
GENERAL MANAGER	Doug McNeill
DIVISION	Infrastructure and Environment
ATTACHMENTS	1. Draft Road Upgrade Policy - Exhibition Version [5.1.1 - 4 pages] 2. Community Consultation - Road Upgrade Policy - Submission Summary [5.1.2 - 3 pages]

1. PURPOSE

To hear verbal presentations from submitters in response to public exhibition of the Draft Road Upgrade Policy.

2. EXECUTIVE SUMMARY

The Road Upgrade Policy is being prepared to provide a clear and consistent framework for assessing and prioritising the upgrade of unsealed roads. The draft policy (refer Attachment 1) outlines key criteria that will be used to inform decision making.

The Policy was exhibited to the public for a period of six weeks, and the exhibition period has now closed. Twenty-nine written submissions were received. This process has generated strong engagement across the Shire, with residents, community groups, and township associations providing detailed and constructive feedback. Overall, submissions demonstrated broad support for the intent of the policy, particularly its focus on transparency, consistency, and objective prioritisation. However, submissions consistently highlighted gaps relating to dust impacts, public health, amenity, and emergency access, which are not explicitly weighted in the current prioritisation framework.

Formal consideration of Council's response to submissions is scheduled for the 28 July 2026 Council meeting.

3. RECOMMENDATION

That the Submissions Committee:

- 1. Acknowledges and notes all written and verbal submissions made by submitters to the Draft Road Upgrade Policy.***
- 2. Thanks the submitters for their contribution to the development of the Road Upgrade Policy.***
- 3. Having heard from all submitters wishing to speak to their submissions, recommends that Council consider all community feedback and the final Road Upgrade Policy at a future Council Meeting.***

4. KEY INFORMATION

Background

Council manages approximately 1,061 km of unsealed roads and 566 km of sealed roads. The unsealed network plays a vital role in supporting rural communities, agriculture, tourism, and emergency access, however the community has increasingly requested upgrades to these roads due to:

- Dust-related health and amenity concerns, particularly near residential areas and schools.
- Frequent maintenance requirements, including need for regular grading due to rapid pavement deterioration.
- Limited accessibility during wet conditions, impacting safety and mobility.

In addition, narrow sealed streets in Apollo Bay and Colac require widening to meet current design and safety standards, especially for two-way traffic and pedestrian access.

A key challenge is funding. Council faces limited financial resources and a growing backlog of ageing infrastructure that requires renewal. Strategic prioritisation and external funding opportunities will be essential to deliver upgrades effectively and equitably.

A draft Road Upgrade Policy has been prepared to provide a clear and consistent framework for assessing and prioritising the upgrade of unsealed roads. This policy outlines the key criteria that will be used to inform decision making.

Exhibition of Draft Policy

Following consideration by Council at its 24 March 2026 meeting, the Draft Road Upgrade Policy was placed on public exhibition seeking feedback from the community.

A total of twenty-nine written submissions were received during the exhibition period. These submissions highlighted common issues associated with gravel roads across rural, urban and coastal areas. Many residents described the day-to-day impacts of unsealed roads on safety, health and general amenity. Key concerns included dust affecting air quality and household water supplies, as well as road conditions that can become corrugated, slippery or otherwise hazardous.

Several submissions referred to serious safety risks, including reported crashes and near-miss incidents. Coastal communities noted the added pressure of seasonal tourism, with traffic volumes increasing significantly during peak periods. Residents also raised concerns about narrow road widths, poor visibility, steep gradients, and the need for improved emergency access in fire prone areas.

A summary of the individual submissions is included as a publicly accessible attachment. The full written submissions are included in a Confidential Attachment for Councillors.

Key issues raised in submissions include:

- Dust impacts affecting health, amenity and water quality.
- Safety risks linked to crash history, steep grades, blind corners and loose gravel.
- The importance of reliable emergency access, particularly in coastal and fire prone communities.
- Increased traffic volumes in growth areas and tourist destinations.
- Seasonal traffic peaks not reflected in standard AADT counts.
- Road width and geometry issues, especially near schools and in developing areas.
- Requests for sealing or widening specific roads such as (but not exclusive to) Shorts Road, Frys Road, Sunnyside Road, Ridge Drive, Forest Street South and The Boulevarde.
- A desire for the policy to better account for seasonal traffic variations.
- Strong support for a clear, consistent and transparent approach to prioritising road upgrades.

5. CONSIDERATIONS

Overarching Governance Principles (s(9)(2) LGA 2020)

The draft Road Upgrade Policy provides a clear and consistent framework for assessing and prioritising requests for sealing unsealed roads. This policy ensures a transparent, evidence-based process that considers safety, asset performance, and long-term financial sustainability.

Policies and Relevant Law (s(9)(2)(a) LGA 2020)

One of the key criteria within the policy is safety of road users. Sealing unsealed roads improves driving conditions and enhances safety of motorists. This approach supports the objectives of Victorian Road Safety Strategy 2021-2030.

Upgraded sealed roads identified using the policy will be constructed to meet current standards under the Infrastructure Design Manual.

Environmental and Sustainability Implications (s(9)(2)(c) LGA 2020)

Not applicable.

Community Engagement (s56 LGA 2020 and Council's Community Engagement Policy)

The draft Road Upgrade Policy was publicly exhibited for a period of six weeks as per Council's Community Engagement Policy.

Public Transparency (s58 LGA 2020)

Community engagement ensured that all members of the community were given a reasonable opportunity to access the plan and provide feedback.

Alignment to Plans and Strategies

Alignment to Council Plan 2025-2029:

Theme 1 – PLACE

1.2 - Make it safe and easy to get around the Shire

Theme 2 – PEOPLE

3.2 - Make well informed, transparent decisions for the betterment of the community through best practice governance.

The development of a policy for sealing unsealed roads is included in the endorsed 2025-26 Annual Action Plan to deliver the Council Plan priorities.

Financial Management (s101 *Local Government Act 2020*)

Council allocated \$50,000 in the 2025/26 budget to prepare the Road Upgrade Policy. This policy does not directly commit Council to funding the implementation of the prioritised unsealed roads, but guides priorities for future funding programs.

Council has included funding in its draft 2026-27 budget to support sealing on unsealed roads. The policy, when adopted, will guide decisions on the selection of roads to be sealed.

Service Performance (s106 *Local Government Act 2020*)

Sealing gravel roads increases the level of service provided to the community and the policy has clear guidance how roads are prioritised for sealing in an equitable manner.

Risk Assessment

Not applicable.

Communication/Implementation

The final Road Upgrade Policy, along with all submissions, will be reported to the July Council meeting for adoption.

Human Rights Charter

No Impact.

Officer General or Material Interest

No officer declared an interest under the *Local Government Act 2020* in the preparation of this report.



COUNCIL POLICY

13.2 ROAD UPGRADE POLICY

Responsible Officer: Manager Assets and Engineering

Due for Review: 2030

PURPOSE

The purpose of this Policy is to provide a clear, consistent, and transparent framework for assessing and prioritising upgrades to Council-managed roads. This includes the:

- Sealing of unsealed roads, and
- Widening of narrow sealed roads to improve safety, function, and amenity.

The Policy aligns with Council's Road Asset Management Plan, long-term financial plan, and strategic objectives.

SCOPE

This policy applies to all unsealed roads and narrow sealed roads within Colac Otway Shire. It covers assessment, prioritization, and funding requirements for upgrades initiated by Council or requested by the community.

This Policy applies to Council managed roads only and excludes works that form part of routine maintenance, renewal activities, or upgrades funded and delivered through subdivision/developer obligations as provided for under the Planning and Environment Act 1987.

RATIONALE

This policy addresses the need for a clear, consistent, and transparent approach to upgrading unsealed roads and sections thereof. Colac Otway Shire manages an extensive network of unsealed and narrow sealed roads, both of which pose significant challenges for safety, accessibility, and maintenance. Unsealed roads contribute to dust and corrugations in the summer months and increased potholes in winter. In contrast, narrow sealed roads in both urban and rural areas require widening to improve traffic flow and enhance safety for all road users. Council must also prioritize road upgrades in a sustainable manner that aligns with its financial capacity, ensuring responsible resource allocation while meeting community expectations for improved safety, health, and connectivity.

Upgrades also reduce long-term lifecycle costs, support local economic development, reduce dust-related environmental and health impacts, and respond to community expectations for safer and more reliable road access.

STATEMENT OF POLICY

Policy Principles

Council will assess and prioritise road upgrade projects using a documented, objective, weighted-scoring methodology. Decision will be guided by the following principles.

- Equity – Roads serving larger communities or more users receive proportionately greater priority.
- Safety – Projects that address clear safety risks are prioritised.

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- Financial Responsibility – Upgrades must demonstrate whole-of-life cost efficiency and be deliverable within available budgets.
- Transparency & Consistency – All assessments follow the same documented criteria and methodology.

Eligibility Criteria

A road (or section of road) is eligible for assessment when it meets any of the following:

- AADT (Annual Average Daily Traffic) ≥ 100
- At least one property served
- Verified safety risks or crash history.
- Emergency access importance
- Network connectivity or strategic importance.

Roads servicing one property will not be considered for sealing unless fully funded by benefiting owners, except where servicing through traffic from a wider area.

Roads expected to undergo future realignment will not be considered for upgrade.

Prioritisation Method

Council will use a weighted scoring system to evaluate eligible gravel roads for sealing, with each assessment criterion showing its assigned weight in brackets, as shown below.

- Lifecycle Cost Benefit (30%)
- Properties Served (10%)
- Traffic Volume (AADT) (25%)
- Recorded crash history and verified safety risks (10%)
- Road Hierarchy (10%)
- Future Growth Potential (10%)
- Traffic Diversion Risk (5%)

Each category receives a score, multiplied by its weight, and summed to determine a Total Priority Score.

Where ties occur, priority is given to:

1. Higher safety need,
2. More properties served,
3. Lower lifecycle cost.

The weighted scoring system will NOT be used for assessing road widening projects. Instead, widening decisions will be based on strategic, functional and safety needs, including:

- Documented crash risk and run-off-road incidents.
- Road geometry and sub-standard pavement width.
- Heavy-vehicle use and freight movement patterns.
- Urban road safety, pedestrian/cyclist needs, and parking considerations
- Network role and connectivity (e.g., collector or strategic link)
- Alignment with:
 - Road Asset Management Plan
 - Asset Plan
 - Long-Term Financial Plan
 - Strategic transport and land-use plans.

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Funding

All approved upgrades must be funded through one or more of the following mechanisms:

- **External Funding** – Grants or contributions from State or Federal Government or other agencies.
- **Council Budget Allocation** – Funding approved by Council Resolution for strategic priorities or through the annual budget process.
- **Special Charge Scheme** – Where the community that directly benefits from the upgrade contributes to the cost of works. Under this scheme, Council will only fund the portion of the project that relates to broader community benefit, calculated using an industry-accepted formula. Benefiting property owners will be charged for their share of the upgrade cost in accordance with the provisions of the Local Government Act 1989 and 2020.
- If a community co-contribution is available for sealing an eligible gravel road, that project will receive a higher priority for Council funding.

DEFINITIONS

Terms presented in ***bold italics*** in this policy represent terms used across multiple Council policies and their definitions are detailed in the “*Council Policy Terms and Definitions*” document located on Council’s website www.colacotway.vic.gov.au.

Unsealed Road: Road without bituminous surface

Narrow Sealed Road: A sealed road with a width less than 6.2 m

AADT: Annual Average Daily Traffic

Road Hierarchy: A system for categorizing roads based in their functional roles and capabilities.

Lifecycle Cost: Total cost of constructing, maintaining, renewing, and disposing of an **asset**.

RELATED DOCUMENTS AND PROCEDURES

Related Documents

1. Asset Plan
2. Road Asset Management Plan
3. Long Term Financial Plan
4. Road Upgrade Prioritization Procedure

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REFERENCES

Asset Plan 2025-2035– **Council Website**
 Financial Plan 2025-2035– **Council Website**
 Road Management Plan 2025 – 2029 – **Council Website**
 Road Asset Management Plan 2025 – 2029 - **Council Website**
 Local Government Act 1989
 Local Government Act 2000
 Planning and Environment Act 1987
 Road Management Act 2004
 Colac Community Vision 2050

DOCUMENT HISTORY

Version	Document History	Approved by	Date
Draft for Public Exhibition		Council	24 April 2026

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Policy No.	xx	Record No.	xx	Date Adopted	xx
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Attachment 5.1.2 Community Consultation - Road Upgrade Policy - Submission Summary

F26/315: Community Consultation - Road Upgrade Policy - Submission Summary		
No.	Submitter	Summary of Submission
1	Submitter A	Residents on Shorts Road report that severe summer corrugations and numerous winter potholes make the road difficult and unsafe to use, often forcing drivers to slow significantly or travel on the road edge to avoid vehicle damage. The intersection where Shorts Road meets Bushbys Road is highlighted as a serious safety risk, with vehicles approaching the bend at speed and limited room for safe turning. Residents request that the road be sealed, or at minimum that the Bushbys Road end be prioritised for sealing to address the most urgent safety concerns.
2	Submitter B	Frys Road has experienced multiple roll-overs, including a fatality, with ongoing corrugations and potholes creating serious, routine safety risks for all road users. Speed advisories have not improved conditions, and frequent plantation truck movements are placing further strain on a road that is not fit for this level of traffic. With more dwellings and increased domestic vehicle use, residents believe another severe or fatal incident is likely without sealing.
3	Submitter C	Funding the upgrade of the J Barrys Road / Forest Street intersection is critical to unlocking the surrounding precinct for future urban development. This intersection has already been identified by Council as a priority project due to its strategic importance for supporting growth and improving access.
4	Submitter D	Residents request that Council consider widening and installing kerb and channel along the southern end of Hart Street, between Mahoney Court and Irrewillipe Road, due to a significant increase in traffic in this busy school area. The current narrow layout is creating safety concerns for pedestrians, cyclists, and vehicles using this important collector road.
5	Submitter E	Increased traffic between Shorts Road and Barongarook is creating a dangerous downhill section where limited visibility, narrow width, and no safe pull-over areas have led to frequent near-miss incidents. Safety risks are heightened by local children riding bikes to school and increased parking near the Beechy Rail Trail gate on Forest Street South, leaving no room for vehicles to move off the road. This section requires priority assessment for widening and safety improvements.
6	Submitter F	Residents report a significant increase in traffic along Forest Street between Belvedere Drive and Shorts Road, with the unsealed surface frequently requiring grading as reflected in call logs. School buses rely on this route, and deteriorated conditions create safety risks for both bus passengers and other road users. Residents request that Council closely review this section due to the combined impacts of increased traffic volumes and school-related safety concerns.
7	Submitter G	Residents on Beattie Lane and the unsealed section of Sunnyside Road note that the road has been sealed in stages since the 1970s, with earlier advice indicating sealing would eventually extend to the end of the school bus route at Jones Lane. There are now more dwellings on the unsealed section and on connecting roads than on the sealed portion, and residents are seeking clarity on when the remainder of Sunnyside Road will be sealed.
8	Submitter H	Residents emphasise that the health impacts of airborne dust from unsealed roads should be a primary consideration in the Policy. Dust generated by traffic affects not only road users but also people who live, work, and spend time near these roads, posing a clear health risk. They request that protection of community health be incorporated as a priority principle in the final Policy.
9	Submitter I	Residents on Harris Road report long-standing concerns about the condition and safety of unsealed roads across the Shire. Traffic has increased significantly since the 1970s, and dangerous driver behaviour at the Harris Road–Sinclair Street corner has led to repeated fence damage and ongoing near-miss incidents. Excessive dust from rising traffic volumes is creating health risks for nearby households. Residents believe road upgrades should be prioritised in annual and future budgets, noting frustration that none of these roads have been funded to date.
10	Submitter J	Residents on Ridge Drive in Kennett River report that increasing tourist traffic on the unsealed road is generating significant dust, which settles on roofs and enters rainwater tanks, leading to contamination and, in some cases, un-potable household water. Heavy vehicle use associated with the nearby CFA water tank has further deteriorated the road surface and intensified dust impacts. Residents request that these health and amenity concerns be formally considered in Council's assessment of this road.
11	Submitter K	Residents highlight that the unsealed end of Forest Street South is heavily used as a shorter route to Woodrowvale Road, resulting in high traffic volumes on a section that deteriorates rapidly after grading. Steep hills, severe corrugations, and drivers attempting to avoid rough patches create dangerous conditions, particularly at speed. This area also has frequent kangaroo activity, as well as regular pedestrian and bicycle use, further increasing safety risks. Residents believe this section should be prioritised for sealing to address the combined hazards.
12	Submitter L	Upgrades are requested for two roads in response to safety, access and maintenance concerns. On Riverside Drive, steep gradients combined with heavy-vehicle use—particularly garbage trucks—are causing rapid deterioration of the unsealed surface, including large potholes and frequent maintenance needs. Traffic increases of up to 100 vehicles per day during summer and shoulder seasons, along with poor driver behaviour, are heightening safety risks. On Illowra Avenue, ongoing residential development and the need for reliable emergency access to properties and the adjoining rural conservation area make upgrades increasingly important. The road's southern-slope location means it remains muddy, slippery and difficult to access, with large potholes and inadequate gutter maintenance contributing to unsafe and unreliable conditions for residents and emergency services.

Attachment 5.1.2 Community Consultation - Road Upgrade Policy - Submission Summary

13	Submitter M	Residents request the installation of 50 km/h speed limit signs between Harris Road and Hay Street, noting that excessive dust and unsafe speeds—often estimated at 80 km/h or more—are caused by motorists accelerating down the hill in both directions. Traffic volumes have increased substantially over the past 25 years, and while regular grading is appreciated, smoother surfaces encourage higher speeds, which in turn accelerate road deterioration. Residents emphasise that grading alone is not an adequate solution and that speed management is now necessary to address safety and dust impacts.
14	Submitter N	Residents request that Thomson Street (between Pascoe Street and McLachlan Street) be prioritised for widening and the installation of kerb and channel, noting that this section has been overlooked for many years despite being heavily used by local residents, buses, ambulances and other service vehicles. Significant water pooling and runoff during wet months further impacts safety and access, reinforcing the need for an upgrade.
15	Submitter O	The submission welcomes Council's development of a clear and transparent framework for assessing road upgrade requests and offers in-principle support for the Draft Road Upgrade Policy. Residents request that dust suppression be formally incorporated into the prioritisation methodology and weighted scoring system, noting that dust-related environmental, health and safety impacts are a major concern in smaller coastal towns, particularly during dry periods with higher traffic volumes. The submission also encourages Council to develop a similar policy framework for small bridge upgrades and replacements to improve consistency and transparency in decision-making. The submitters appreciate Council's progress toward a more strategic approach to infrastructure planning and do not wish to speak to the submission.
16	Submitter P	The submission supports the draft Policy but identifies two key gaps: the lack of weighting for dust impacts and the absence of consideration for open roadside drains, both of which significantly affect small urban communities like Skenes Creek. It requests minimum weightings for these impacts, improved traffic-volume criteria reflecting peak conditions, and reference to the Infrastructure Design Manual. The submitters welcome Council's strategic approach and may speak to the final draft.
17	Submitter Q	Residents request sealing of the 150-metre unsealed extension of The Boulevard between Karingal Drive and Riverside Drive, noting that this section now services 11 properties and has experienced significant growth in traffic. Summer conditions generate heavy dust affecting nearby homes, while winter conditions make the road wet, muddy and hazardous. The road is also heavily used by construction vehicles and is a popular route for walkers and joggers, where loose gravel on the downhill section has caused multiple pedestrian falls requiring first aid. Residents believe sealing is necessary to address these ongoing safety and amenity impacts.
18	Submitter R	Residents note that Birregurra–Forrest Road at Barwon Downs is only 5.75m wide in its better sections, meaning it is even narrower where the pavement is deteriorating. This falls short of the 7m carriageway plus shoulders expected for a main arterial route that carries increasing volumes of tourism, heavy vehicles, agricultural traffic, trades and domestic users. The road also accommodates vehicles up to 42.5 t, further highlighting the need for a standard-compliant width to support safety and reliability.
19	Submitter S	Residents request that Hawdon Avenue in Kennett River be prioritised for sealing due to significant dust entering rainwater tanks, ongoing access issues for emergency vehicles, and the road's extremely narrow width, which prevents two cars from safely passing. The tight hairpin corner forces vehicles to lose traction when travelling uphill, further increasing safety risks. Residents appreciate the opportunity for community input and ask that these concerns be formally considered.
20	Submitter T	Residents list four priority unsealed Birregurra streets needing sealing due to dust, potholes, corrugations and traffic impacts: Molesworth Street, Beal Street, Sladen Street and Austin Street.
21	Submitter U	Residents report that Cassidy Drive remains unsealed beyond the initial sealed section from the Great Ocean Road, and homes along this stretch are significantly affected by corrugations and heavy dust. Dust settles on roofs and enters rainwater tanks, impacting water quality, and poses health risks through both drinking water and airborne particles. Residents express strong support for prioritising the bitumising of unsealed roads to address these ongoing amenity, health and safety impacts.
22	Submitter V	Residents support sealing the remaining unsealed sections of Cassidy Drive and Ridge Drive in Kennett River, noting that dust from these roads affects health, amenity and rainwater tank quality, particularly around the intersection with Ridge Road where a CFA emergency water tank is located. They highlight that the sealed section of Cassidy Drive ends partway up the hill despite more houses being located along the unsealed portion. Sealing is requested to reduce dust impacts and ensure reliable CFA and emergency-vehicle access.
23	Submitter W	Residents support sealing the gravel roads in Kennett River as a priority, noting that dust from steep unsealed roads aggravates airways in summer, settles on roofs and affects rainwater tank quality, and creates slip hazards on loose stones—one resident recently fell due to the unstable surface. Regular grading and re-graveling are required after heavy rain, which residents view as costly and inefficient compared with sealing the roads once to provide a long-term solution.
24	Submitter X	Residents request that the prioritisation method include amenity impacts and emergency access, each weighted at approximately 10%, to properly account for dust-related health and water-quality issues and the importance of reliable emergency-vehicle access.
25	Submitter Y	Residents report that dust from vehicles on Ridge Drive—especially at speeds above 20 km/h—creates health, amenity and water-quality impacts, with fine gravel on the steep road also posing a trip and injury hazard, and request that the Policy include weighted criteria for Public Health (30%), Resident Amenity (10%) and Emergency Access (10%).

Attachment 5.1.2 Community Consultation - Road Upgrade Policy - Submission Summary

26	Submitter Z	Residents note that the draft Road Upgrade Policy omits key considerations, specifically resident amenity and public health, and that emergency access is not included in the prioritisation weighting system. They highlight that dust from unsealed roads near homes poses significant health risks—particularly for people with respiratory conditions—reduces amenity, and contaminates rainwater tanks relied upon for potable water. The submission proposes adding Resident Amenity and Public Health as Policy Principles, and incorporating Emergency Access (10%), Resident Amenity (10%), and Public Health (10%) into the prioritisation method, alongside adjustments to several existing weightings to better reflect safety, traffic conditions and community impacts.
27	Submitter AA	Residents submit that the draft Road Upgrade Policy does not adequately address the impacts of dust from unsealed roads, particularly where homes are close to the road reserve. Dust creates public health risks, reduces residential amenity, and contaminates rainwater tanks relied upon for potable water. They request that the final policy include Resident Amenity and Public Health as Policy Principles, and that the prioritisation method incorporate Emergency Access (10%), Resident Amenity (10%) and Public Health (10%) to better reflect community health, safety and liveability impacts.
28	Submitter AB	Residents submit that sealing Ridge Drive in Kennett River would substantially improve community safety and health by reducing loose gravel, erosion, corrugations and potholes, and by preventing summer dust from settling on homes, entering rainwater tanks, and affecting air quality and liability. They also seek clarification on Council's community co-contribution model, including whether contributions are a once-off payment, incorporated into annual rates, or managed through other funding options.
29	Submitter AC	Residents request that the prioritisation method include Emergency Access (10%), Resident Amenity (10%) and Public Health (10%). A permanent resident of Ridge Drive, Kennett River notes that the unsealed road poses significant safety risks, citing a serious incident in which their father fell on the uneven, slippery surface at Cara Court and Ridge Drive and broke his humerus, reinforcing the need for sealing to improve safety and amenity.

Item: 5.2 2026-27 Draft Budget - Community Submissions - Round 2

OFFICER	Azam Mahmood
GENERAL MANAGER	Emma Lowes
DIVISION	Corporate Services
ATTACHMENTS	1. 2026-27 Budget Submission 2 Summary [5.2.1 - 6 pages]

1. PURPOSE

To hear from submitters who have requested to speak in support of their round two submissions for the 2026-27 Draft Budget.

2. EXECUTIVE SUMMARY

The second round of Budget Submissions were open to the community from April 29, 2026 to May 27, 2026. Submissions were able to be submitted via the Council Website, or in person to Council offices.

A total of 14 written submissions were received this round.

In addition to lodging a written submission, submitters were able to request to speak to their submission. 5 submitters have requested to speak.

3. RECOMMENDATION

That the Submissions Committee:

- 1. Acknowledges and notes the submissions regarding the 2026-27 Draft Budget.***
- 2. Thanks the submitters for their contribution to the development of the 2026-27 Draft Budget.***
- 3. Having heard all persons wishing to speak to their submission, recommends that Council considers all submissions at a future Council Meeting.***

4. KEY INFORMATION

An initial budget consultation process was undertaken early in the development process. During the period from 1 December 2025 to 30 January 2026, the community was invited to share their views and ideas on what they would like Council to prioritise in the 2026–27 Budget. The submissions received from this process were collated and considered as part of the overall budget development process.

A second round of budget submissions was open to the community from 29 April 2026 to 27 May 2026. Submissions could be made via the Council website or in person at Council offices.

The meeting provides an opportunity for submitters, or their nominated representatives, to speak in support of their written submission.

A register of written submissions received from the community is provided at **Attachment 1**.

Following the hearing of submissions, Council will consider all submissions received in relation to the Draft 2026–27 Budget prior to adopting the final 2026–27 Budget.

5. CONSIDERATIONS

Overarching Governance Principles (s(9)(2) LGA 2020)

A number of relevant governance principles under S(9)(2) of the LGA 2020 apply to this report, including:

- a) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- b) The ongoing financial viability of the Council is to be ensured.
- c) Regional, state, and national plans and policies are to be taken into account in strategic planning and decision making.
- d) The transparency of Council decisions, actions and information is to be ensured:
 - i. Council's Community Engagement Policy is applied to the Council budget development, including Council's Fees and Charges.
 - ii. Statutory fees and charges, which are set by the Victorian Government, are also included in the budget process alongside Council's fees and charges to ensure transparency of all fees and charges collected by Council. Statutory fees and charges applicable from 1 July 2025 are subject to a separate Victorian Government review process and may therefore change.

Policies and Relevant Law (s(9)(2)(a) LGA 2020)

In relation to the Budget, Council has specific obligations under the following sections of the *Local Government Act 2020*:

- Section 94 – The Budget
- Section 95 – Revised Budget
- Section 96 – Preparation of budget and revised budget.

Section 94 requires that:

- (a) A Council must prepare and adopt a budget for each financial year and the subsequent 3 financial years by 30 June each year.
- (b) The budget must give effect to the Council Plan and contain a list of prescribed information, which is in the form set out in the Local Government Model Financial Report (LGMFR) in accordance with the regulations.
- (c) If Council determines to apply a rate increase above the average rate cap for the financial year, the budget must contain a statement that Council intends to apply for an increase above the average rate cap, or is waiting for the outcome of an application, or specify any approved average rate cap that applies.

Section 95 requires that a Council must prepare and adopt a revised budget before the Council can make a variation to the declared rates or charges, undertake any borrowings not previously approved in the budget, or where Council considers a change to the budget should be the subject of community engagement.

In addition, Part 4 – Division 4 of the Act requires Council to implement the prescribed financial management principles in undertaking their duties. Section 96 specifically state that:

- a) the financial management principles; and
- b) its community engagement policy.

Environmental and Sustainability Implications (s(9)(2)(c) LGA 2020)

The Draft Budget, and subsequent 3 financial years, must reflect the objectives of the Council Plan. Therefore, the resources allocated to environmental, social, cultural and economic issues must be considered as part of the process.

Community Engagement (s56 LGA 2020 and Council's Community Engagement Policy)

As part of the community engagement process, submitters have the opportunity to verbally discuss their submissions via a Submissions Committee meeting.

Following the Submissions Committee meeting, Council will consider all submissions prior to adopting a final 2026-27 Budget.

Public Transparency (s58 LGA 2020)

Public notice was given via Council's website, local newspapers and social media in accordance with Council's Community Engagement Policy. The public notice informed the community that Budget submissions were open for the Draft Budget 2026-27, from 28 April 2026 to 27 May 2026.

Alignment to Plans and Strategies

Alignment to Council Plan 2025-2029:

Theme 2 - PEOPLE

3.1 - Elevate the efficiency and effectiveness of our Council

3.2 - Make well-informed, transparent decisions for the betterment of the community through best-practice governance

3.4 - Communicate and engage positively and clearly with the community

Financial Management (s101 Local Government Act 2020)

S96 of the *Local Government Act 2020* specifies that Council must develop the budget in accordance with the financial management principles outlined in S101 of the *Local*

Government Act 2020. The budget has been prepared in the form set out in the Local Government Model Financial Report (LGMFR), in accordance with the regulations. This presentation aims to assist the reader to understand how the following financial management principles have been considered in preparation of the budget:

- (a) revenue, expenses, assets, liabilities, investments, and financial transactions must be managed in accordance with a Council's financial policies and strategic plans,
- (b) financial risks must be monitored and managed prudently having regard to economic circumstances (financial risks include any risk relating to the financial viability of the Council, the management of current and future liabilities of the Council and the beneficial enterprises of the Council,
- (c) financial policies and strategic plans, including the Revenue and Rating Plan, must seek to provide stability and predictability in the financial impact on the municipal community, and (d) accounts and records that explain the financial operations and financial position of the Council must be kept.

Specifically, the budget document includes commentary on:

- (a) how the budget is guided by the Revenue and Rating Plan, Workforce Plan and Financial Plan to enable the priorities identified within the Council Plan 2025-2029 to be achieved,
- (b) the description and funding of services in the budget and the major initiatives that will contribute to the achievement of one of the four Strategic Objectives in the Council Plan 2025- 2029,
- (c) three-year projections developed based on assumptions developed in the Financial Plan, to provide a meaningful projection of Council's long term financial position and provide a current understanding of Council's ongoing financial viability, and
- (d) financial indicators that describe Council's current and projected performance across a range of key financial performance indicators.

Service Performance (s106 *Local Government Act 2020*)

Not applicable

Risk Assessment

The budget process must comply with a rigorous schedule to ensure the budget meets the statutory requirements outlined in this report, including final adoption by Council of the budget by 30 June.

Communication/Implementation

Following the Submissions Committee meeting, the 2026-27 Budget will be presented to Council for consideration and adoption. Following adoption, these documents will be uploaded to Council's website.

Human Rights Charter

No impact.

Officer General or Material Interest

No officer declared an interest under the *Local Government Act 2020* in the preparation of this report.

Colac Otway Shire Draft Budget 2026-27 - Budget Submissions

Submission #	Submitter #	Summary of Submission	Do you have any feedback on the 2026-27 Draft Council Budget?	Request to Speak?
1	1	Can I please put in a budget request for shade sails at the Colac Otway shire playgrounds? And I would like to put an email out to councillors to request a walkability audit in Apollo Bay in relation to additional footpath connections in this years budget	Can I please put in a budget request for shade sails at the Colac Otway shire playgrounds? And I would like to put an email out to councillors to request a walkability audit in Apollo Bay in relation to additional footpath connections in this years budget also	Yes
2	2	I am writing to formally request that Council undertake a review of the Creative Colac Otway Arts Strategy 2018–2022, which is long overdue and may no longer reflect the current cultural, economic, and community landscape of the Shire.	I am writing to formally request that Council undertake a review of the Creative Colac Otway Arts Strategy 2018–2022, which is long overdue and may no longer reflect the current cultural, economic, and community landscape of the Shire. Given the recent decisions regarding the future management of COPACC, it is particularly important that Council's actions are grounded in a clear, contemporary and publicly endorsed arts and cultural strategy. At present, there is a disconnect between the strategic framework available and the scale of decisions being made. A review should: • Assess what has and has not been achieved under the existing strategy • Identify current community needs and priorities across all creative sectors • Establish specific, measurable cultural and community outcomes • Provide a clear framework to guide governance, investment and partnerships—including any lease or management arrangements for COPACC Without this updated strategic foundation, there is a risk that decisions will lack transparency, accountability, and alignment with community expectations. I urge Council to prioritise this review as a matter of good governance and to ensure meaningful engagement with local artists, organisations and the broader community as part of the process. I would welcome advice on whether Council intends to undertake such a review, and if so, the proposed timeline and opportunities for community input	No
3	3	Wye River Flood Recovery Harrington Park	As outlined in our application for inclusion in the FY 26/27 budget, the Wye River and Separation Creek Community Association, on behalf of the community, is seeking COS support to rehabilitate and revitalise the Pétanque piste and associated facilities in Harrington Memorial Park, Wye River. This is to meet an urgent need for an accessible and outdoor recreational space and mustering area for the Wye River/Separation Creek communities. In light of the devastating impact on the community of the recent flooding event and ongoing bushfire risk, we believe that this project should be an essential component in the recovery plans for the Wye/Separation Creek community. The recent flash flooding of Wye River and Separation Creek resulted in the evacuation and closure of the Wye River General Store, Wye River playground, the Big 4 Caravan Park, the Wye River Walk and both the Separation Creek and Wye River beaches. The community was left without any public recreation facility or viable mustering area to enable information flow due to the condition of both Harrington Memorial Park and the Pétanque Piste/BBQ area. This is despite the ideal location of these facilities next to the Wye River CFA. The Proposal The proposed project comprises: • Resurfacing and repurposing of the existing Pétanque piste with a multipurpose surface suitable for family friendly recreational games such as Pickleball and foursquare, (daylight use only), • Revitalisation of the BBQ sheltered area with fit-for-purpose BBQ facilities, fixed furniture and low maintenance paving, • Regrading and resurfacing of the driveway to provide on grade accessibility • Accessible pedestrian access to the park from McLellan Court Rationale and community consultation Harrington Memorial Park is the only park for active recreation and community gathering in Wye River and Separation Creek. Public spaces such as this are critical to the health and wellbeing of communities, especially at times of crisis and community recovery. The park is situated on COS land and has been managed and maintained by the COS since the 2015 bushfires. The Piste, barbecue facilities, and the adjacent driveway, have fallen into a state of disrepair due to chronic lack of maintenance and consequentially there has been a decline in use. We have surveyed the community at the Community Forum, through the social media Facebook page and public notice boards to gauge the appetite for reinvigorating the area and to seek suggestions as to how best to achieve this goal. There has been strong feedback that there is an urgent need to address the lack of community recreational facilities in Wye River/Separation Creek and to address the dilapidated state of the Pétanque Piste. We have a petition signed by 105 (so far) of our community members to submit in support of our case. Thank you for your consideration and support	Yes

Colac Otway Shire Draft Budget 2026-27 - Budget Submissions

Submission #	Submitter #	Summary of Submission	Do you have any feedback on the 2026-27 Draft Council Budget?	Request to Speak?
4	4	Footpath Renewal spend & total length of Footpaths in Shire	As the Council has indicated it will spend \$80,000 on Footpath Renewal during the year. How many metres of footpath would this spend renew. Plus what is the total length in metres that Council is responsible to upkeep in the total shire area. Also over the future years very much extra footpath will be added as the Colac Growth Plan is introduced. All these extra footpaths will also have to be renewed in the future. Also footpaths in areas near schools, medical facilities and shopping centres will need renewal every few years. Far more often than in residential areas.	No
5	4	Geelong Regional Library Corporation membership value	Is the membership of the Geelong Regional Library worth anything to the Colac Otway Shire Council. Since its proposed cost to Council is way over \$900k for the 2026-2027 year according to Budget papers released for public comment. Or In excess of \$17.5k per week for the whole year. Also way over 10 fold the allocations to upgrade footpaths that are used by many in the entire shire as the library is only of benefit to a limited part of the shire. The membership of the library is only a small portion of the shires population. You are prepared to accrue in five weeks more to belong to the library network than you are prepared to spend on footpath renewal in a full year. When only a few years back a member Council moved to restrict its annual contribution to under 1/3 of the annual cost payable by the Colac Otway Shire Council in 2026-2027. While that council has a much larger population and rate payer base.	No
6	4	Budget funding consideration/confirmation	Is there any guarantee that the Council will have available funds to spend on items contained in the Council's Budget. Or are they just as uncertain like the rates set on all classifications that could change when the actual valuations rates will be charged on is received.	No
7	5	Change Table Lake Colac Toilets	I would have spoken in person but I am away the day of the meeting. I feel it is important to add a change table to the toilet block at Lake Colac. This wouldn't cost much and make a huge difference to all the parents and carers taking babies in diapers to the Playground. It's not reasonable to leave and go to the next available change table which is at Memorial Square or the Comfort Station. Nobody's doing that with a dirty diaper. Please consider. So many families visit Lake Colac. Help by making it more family friendly.	No
8	2	Arts budget - further investment	Despite arts and cultural participation reaching more than 15,000 residents annually, the draft 2026-27 Budget allocates only \$1.313M to arts compared with \$4.564M to sport. This 1:3.5 ratio does not reflect actual community engagement, where arts attendance is comparable to, and in several categories exceeds, sport participation. A more balanced investment is needed to align funding with demonstrated community use and to ensure the cultural sector is not structurally diminished during the transition to IVG Global management.	No

Colac Otway Shire Draft Budget 2026-27 - Budget Submissions

Submission #	Submitter #	Summary of Submission	Do you have any feedback on the 2026-27 Draft Council Budget?	Request to Speak?
9	2	Community Consultation - Creative Colac Otway Working Group	The draft 2026–27 Budget includes no identifiable allocation for community consultation or for supporting the regular meetings of the Creative Colac Otway Working Group, as required in the Implementing the Plan section of the Arts & Culture Strategy. This roundtable is essential for community inclusion in arts governance and becomes even more critical with the proposed outsourcing of COPACC to IVG Global. A transition of this scale requires ongoing engagement with arts organisations, venue users, schools, performers, volunteers and the wider community. A realistic allocation of \$25,000–\$40,000 is needed to resource facilitation, communications, reporting and accessible participation. Without this, engagement risks being under resourced, rushed or merely symbolic.	No
10	6	Skenes Creek: Increase funding for public open space maintenance and public amenity upkeep Expand roadside weed control programs Prioritise gravel road upgrades and drainage improvements Allocate funds for two road signs marking the Old Coach – Hickeys Cutting link trail	We welcome the opportunity to provide feedback on Council's Draft 2026–27 Budget and acknowledge the financial pressures facing Council. However, we strongly believe that investment in core infrastructure and public amenity maintenance must remain a priority to protect community health and safety, enhance liveability and protect the environment. 1. Maintenance of Public Reserves and Open Spaces Our community highly values public open spaces, including the Skenes Creek Valley Road picnic area located just upstream from the Great Ocean Road. In recent years, many residents have raised concerns regarding declining maintenance standards, including delayed mowing, inadequate tree maintenance, dumped rubbish, and poorly maintained picnic facilities. We urge Council to allocate sufficient recurrent funding to ensure these reserves are maintained to a safe and consistent standard throughout the municipality. Well-maintained public spaces contribute significantly to community wellbeing, tourism, environmental protection, and neighbourhood amenity. 2. Increased Roadside Weed Control Roadside weed infestation continues to be a growing concern within Skenes Creek, particularly along Skenes Creek Valley Road, Motts Lane, Old Coach Road, and sections of the Great Ocean Road opposite the campground. Invasive weeds within Council road reserves and open drains obstruct water flow, create ponding that harbours disease vectors such as mosquitoes and rats, provide habitat for snakes, and provide a seed bank that contributes to invasive weeds on coastal foreshore areas. Poor drainage and stagnant runoff also impact the water quality of local swimming areas within Skenes Creek. We request that Council increase funding and operational focus on proactive roadside weed management programs, including targeted spraying, drain maintenance, and collaboration with local landholders and environmental groups such as Landcare. 3. Upgrade and Maintenance of Gravel Roads Within the Skenes Creek community, road dust is a frequently raised issue, particularly during drier months and peak holiday periods when traffic volumes and vehicle speeds increase. This directly impacts residential health (particularly older people and those with asthma or other respiratory conditions), amenity, liveability, native vegetation, and neighbourhood character. Additional concerns include corrugation and potholes, rapid surface deterioration following rainfall, increased vehicle wear and tear, and road safety risks for residents and visitors. We ask Council to increase investment in regular grading and resheeting programs, improved roadside drainage and culvert maintenance, dust suppression initiatives in residential areas, and targeted gravel road upgrades As noted above, we believe particular emphasis should be placed on roadside drainage improvements, as poor water management significantly accelerates road deterioration and increases long-term maintenance costs. 4. Old Coach – Hickeys Cutting link trail signage The Old Coach Road – Hickeys Cutting loop walk is very popular with locals and visitors. However, the attractive link trail through the bush between Old Coach Road and Hickeys Cutting is not signposted and is often overlooked, resulting in walkers using the busy Skenes Creek–Forest Road to complete the loop. We request that Council allocate funds to install two road signs marking the link trail. Conclusion We respectfully request that Council: •Increase funding for public open space maintenance and public amenity upkeep •Expand roadside weed control programs •Prioritise gravel road upgrades and drainage improvements •Allocate funds for two road signs marking the Old Coach – Hickeys Cutting link trail We appreciate the opportunity to contribute to the budget consultation process and look forward to continued engagement with Council on these important community priorities. Subject to the final draft presented to Council, we reserve the right to speak to our submission.	Yes

Colac Otway Shire Draft Budget 2026-27 - Budget Submissions

Submission #	Submitter #	Summary of Submission	Do you have any feedback on the 2026-27 Draft Council Budget?	Request to Speak?
11	3 + Petition	Skenes Creek - Harrington Park renewal	Harrington Park picnic area has fallen into such a state of disrepair that the surfaces are unplayable, the driveway inaccessible and the BBQ area unused. It is the obligation and responsibility of council to maintain their assets to a fit for purpose standard. The status quo is unacceptable. Irregular slashing/mowing perpetuates the degradation. The contrast between the council maintained area of the park and the volunteer maintained community garden is stark. The immediate cost of restoring, along with ongoing maintenance of the existing surfaces would now be comparable in cost to resurfacing the playing area with a low maintenance muralled sports surface. We therefore request that funding be allocated in the 26/27 budget for Harrington Park revitalisation Please find attached a petition in support of our budget submission for inclusion of funding for the above works in the 26/27 Colac Otway Shire Budget. This is in addition to the letters of support from Richard Riordan MLA and Dan Tehan MP which we previously submitted. The petition is presented by the Wye River and Separation Creek Community Association on behalf of the communities of Wye River and Separation Creek. It is a result of community consultation, firstly through informal conversations to gauge community opinion, then more formally through the Annual Community Forum presentation and Q and A session requesting feedback; along with social media and web-based interaction. The signatures on the petition have been collected at the CFA Easter fete, community evenings at the Wye Beach Hotel and via the web page version. The response from the community has been enthusiastic and highly supportive of the idea to resurface the existing playing surface with a low maintenance, multipurpose surface suitable for family friendly games such as pickleball and four square in a horizontal mural, and to improve the shelter area with better access, fit for purpose BBQ facilities and fixed furniture on low maintenance paving. The flood event of January 15 highlighted the need for rehabilitation of our public recreation space for the use and well-being of our communities. It is not an unreasonable expectation that council owned parks and facilities are maintained to a fit for purpose standard. It is an obligation and responsibility, neither of which has been met over an extended period. The status quo is unacceptable as slashing/mowing a granulated stone surface perpetuates and consolidates the degradation. The fact that Harrington Memorial Park is now in such a state of neglect is the cause of much community frustration and the question needs to be asked: Would it cost more to repair and reinstate the park including regular and ongoing maintenance, compared to the cost of resurfacing the playing area with a low maintenance muralled multipurpose sports surface? Hence our petition that funding for the revitalisation of the Harrington Memorial Park picnic facilities be included in the 26/27 Budget.	Yes
12	7	Safety improvements - Ondit-Warrion Road / Potters Rd / Rattrays Rd	We are disappointed by the omission of the Ondit-Warrion Road Vehicle Activated Signs (VAS) project. Our initial submission was set aside without a formal opportunity for discussion, despite the operator (Holcim) offering a financial co-contribution. Having already presented our case in person to the committee, we do not believe repeating the same address will be a useful use of council or community time. Due to the immediate risk, we are now writing directly to the CEO to request an urgent, collaborative review. A joint review is vital to address site realities that the permit failed to properly address: - Sightlines & Clearing Times: Recent site changes (like the 3m bund) restrict visibility, meaning current metrics don't account for the actual time a fully laden truck and dog combination needs to safely clear this high-speed road. - Industrial Volume: With truck movements every 4–7 minutes, static signs are failing due to driver habituation, resulting in a severe near-miss last week where a local worker had to take emergency evasive action. As the road authority, we urge the Shire to work with us. A co-funded model allows us to sit down together and secure community safety immediately without placing an undue financial burden on municipal resources.	No

Colac Otway Shire Draft Budget 2026-27 - Budget Submissions

Submission #	Submitter #	Summary of Submission	Do you have any feedback on the 2026-27 Draft Council Budget?	Request to Speak?
13	8	Crash Corridors Increase road maintenance Increase footpath maintenance	I have had extended time away, so this response is short and brief, however I am more than happy to attend any conference, meeting etc discuss all things road safety where I can provide information and feedback. The following response doesn't cover the entire draft but areas of most concern for our office. Page 17 typo. I think it should be Shire not Shite. Although you may have meant it? Crash Corridors as mentioned are part of our identified (high risk trauma location) HRTL and form part of daily patrols covering both enforcement and proactive approaches. Of all those roads, Apollo Bay and Yuulong are the two that don't get consistently patrolled by our office due to resourcing and distance. Apollo Bay and Lavers Hill members actively engage in road safety and enforcement in their respective areas which assists us greatly and has a positive effect on changing driver behaviour. Apollo Bay are now an approved work location to conduct preliminary drug testing. A submission has been sent to Police Command to include Beeac, Birregurra, Forrest, and Lavers Hill as approved work locations. Currently only Colac Highway Patrol and Apollo Bay members that have completed the relevant training and courses are authorised to conduct drug testing. Road user behaviour is the most important and most relevant to all crashes in our police service area. Visible police presence whether it be general patrol or intercepts have a positive impact on driver behaviour. Of concern is tourists driving into and out of town at very high speed. They fly in, drive to their destination then drive back and we don't see them again, so having any influence on them is very limited. Tourists and non-local drivers probably account for 80-90% of our loss of licence speed offences. This could be an area for better education at airports, rental companies etc. Locals and visitors alike though, continue to be a challenge with drug and drink driving. Road maintenance I won't comment on as you won't be able to print my response, but I find it insulting and hypocritical that we provide the roads in the condition that they are but in the same breath we ask all drivers to do the right thing to stay safe on our roads. Princes Highway (DTP road) at Stoney Rises is a great example. Reduced speed signs have been in place for several years without any upgrade or maintenance. That sends a very poor message to the community and in turn, has a negative impact on driver behaviour. Irrewillipie Road has finally had a large section resurfaced after several years and is a major route for drivers heading to Port Campbell. I'm surprised we didn't get more serious injury or fatal collisions at those locations. Footpath infrastructure. Attention to Murray Street between Hart and Armstrong Streets, adjacent to the local businesses and Connor Street between Hart and Corangamite Streets opposite Colac Hospital. A pedestrian crossing is needed at these locations to assist with heavy pedestrian traffic. Also of note, some fatal trauma is attributed to stolen vehicles with unauthorised drivers. There are other contributing factors and not a result of poor roads, speed limits etc. Speed limits around school zones have always been an issue for me. I believe every school zone should have electronic signage regardless of the school's location. Too many people miss the fixed signage due to low visibility, faded signage, or simply ignore it. Electronic signs are highly visible and operate only during those school times AM/PM. When it comes to children's safety, the cost of install shouldn't be a consideration.	Yes
14.1	9	Free up land for Affordable Housing	We thank you for the opportunity to make the following submissions for Council's 2026-2027 Budget. The Apollo Bay Community Voice (ABCV) was established in June 2023 to represent the communities of Apollo Bay, its nearby coastal hamlets, and the surrounding hinterlands. Our Mission is to advocate for all residents and ratepayers of Apollo Bay and the surrounding Gadubanud Country. We have a membership of over 300 permanent and non-permanent ratepayers and residents of all ages. ABCV is a member of the Great Ocean Road Communities Network (GORCN). We ask Council to allocate resources in the 2026–27 Budget for the following projects and activities identified by our members through discussions with residents, ratepayers and visitors. 1. Free up land for Affordable Housing – Council declared a Key Worker Affordable Housing Crisis in June 2021. It specifically noted the urgent need for affordable housing in Apollo Bay to support the coastal economy. The current housing shortage is impacting the recruitment and retention of key workers, including doctors, nurses, teachers, police, childcare workers, community service workers and volunteers along the coast. The recently released Colac Otway Adaptable Precincts report - Current and Future Housing Needs – highlighted "In Apollo Bay, the emphasis should be on creating small affordable homes for families and year-round workers, ...". The 2012 Apollo Bay Settlement Boundary and Urban Design Review and Council's 2011 Public Open Space Strategy identify the Park Avenue public open space land as underutilised, largely inaccessible and poorly located on the township boundary. It was proposed this land be rezoned residential and sold for housing, using the surplus funds for the purchase of an alternate, more centrally located, public open space within Apollo Bay. We ask Council to allocate 2026-27 resources to i. fast-track the Nelson St (Council Depot) Adaptable Precincts Housing Study, progress the preliminary design of an alternative council depot site, and ii. commence community consultations about the rezoning of the Park Avenue Reserve for affordable housing and the purchase of more conveniently located public open space.	Yes

Colac Otway Shire Draft Budget 2026-27 - Budget Submissions

Submission #	Submitter #	Summary of Submission	Do you have any feedback on the 2026-27 Draft Council Budget?	Request to Speak?
14.2	9	Plan for completion of Early Childhood Education and Care Hub	2. Plan for completion of Early Childhood Education and Care Hub – The limited availability of childcare services in Apollo Bay impacts early childhood development, workforce participation, the availability of key workers, and the local economy. The current service provider is greatly constrained by a shortage of workers due to the shortage of affordable housing. It operates from Great Ocean Road Health premises. However, GORH requires the space for ancillary health services, and the childcare tenure expires in 2028. In 2021, the Victorian Schools Building Authority prepared a preliminary design and cost estimate for incorporating childcare to complete the Apollo Bay Early Years Hub. Council has many times highlighted the shortage of childcare in its resolutions, and the project is included in Council's list of priority projects for advocacy. We ask Council to allocate 2026-27 resources to collect data and update cost estimates in support of Council's advocacy for the completion of the Early Years Hub by the inclusion of a long daycare facility.	Yes
14.3	9	Implement strategic Footpath - Bike Path - Active Transport upgrades	3. Implement strategic Footpath - Bike Path - Active Transport upgrades - i) Skenes Creek to Wild Dog Creek shared-use path – Past feasibility studies highlighted the benefits of a safe connection for pedestrians, cyclists and those with disabilities, improved community health, wellbeing and social connectivity, and a net economic benefit through increased visitor numbers, longer stays and higher tourism yield. We ask Council to allocate 2026-27 resources to investigate an alternative alignment and update the physical and cost feasibility study per multiple past Council resolutions, Council's 2024 Priority Projects Advocacy List and the Apollo Bay-Skenes Creek-Marengo Community Infrastructure Plan. ii) Urban footpaths; We ask Council to allocate 2026-27 budget resources to progress: a) Nelson St between Pascoe St to McLachlan St footpath - to provide a safe off-road pedestrian link for elderly residents, users of the Uniting Church and hall, and future residents of any housing developed on the Council depot site. b) Cartwright St between Nelson St and Gambier St footpath - to provide a safe off-road pedestrian connection between the Camping and Recreation Reserve and the central shopping and main beach precinct. c) Old Coach Rd between Great Ocean Rd and Ozone St, Skenes Creek - to provide a safe off-road pedestrian link between the central residential area and Skenes Creek beach, campground and public transport precinct.	Yes
14.4	9	Off-street Parking at Community Hall (Senior Citizens Hall)	4. Off-street Parking at Community Hall (Senior Citizens Hall) – The Tract 2021 Apollo Bay-Skenes Creek-Marengo Community Infrastructure Plan - Community Infrastructure Assessment notes, "While the refurbished Apollo Bay Community Centre provides a welcome and useful community facility in Apollo Bay, it has also been noted that parking limitations continue to hamper use of this site" due to the narrow roadway and absence of off-street parking. We are concerned about community safety and especially small children around the Community Hall. We ask Council to allocate 2026-27 resources to investigate options and plan for off-street parking at this site.	Yes
14.5	9	Upgrade Apollo Bay northern entry (Great Ocean Road)	5. Upgrade Apollo Bay northern entry (Great Ocean Road) – The northern entry into Apollo Bay within the 60 kph zone is narrow, frequently potholed, and has limited parking, gravel shoulders and unsightly open drains. We ask Council to allocate 2026-27 resources to investigate options and plan for the upgrade of this section of roadway in collaboration with the Department of Transport including sealed parking lanes, bicycle lanes, concrete kerbing, underground drainage, street or footpath lighting, and landscaping.	Yes
14.6	9	More frequent maintenance of Public Reserves and Open Spaces	6. More frequent maintenance of Public Reserves and Open Spaces - Our community highly values public open spaces, including the Barham River Scenic (Paradise) and Skenes Creek Valley Road picnic reserves. Over many years, community members have raised concerns regarding declining maintenance standards, including delayed mowing, inadequate tree maintenance, illegal dumping, and poorly maintained picnic facilities. Well-maintained public spaces contribute significantly to community wellbeing, tourism, environmental protection, and neighbourhood amenity. We ask Council to allocate 2026-27 resources to maintain these reserves to provide attractive and safe public open space for the community and attract tourists.	Yes
14.7	9	More frequent maintenance and upgrading of Gravel Roads	7. More frequent maintenance and upgrading of Gravel Roads – Gravel roads in residential areas of Marengo and Skenes Creek adversely affect health (particularly for older residents and those with asthma or other respiratory conditions), amenity, liveability, native vegetation and neighbourhood character. In addition, they are frequently potholed after rain, causing increased vehicle wear and tear, and road safety risks. We ask Council to allocate increased 2026-27 resources for more frequent grading and resheeting programs, Improved roadside drainage and culvert maintenance, dust suppression initiatives in residential areas, and targeted gravel road upgrades.	Yes
14.8	9	Upgrade shopping area streetscape and waste collection	8. Upgrade shopping area streetscape and waste collection – The 2022 Community Infrastructure Plan identified the need for streetscape improvement and provided guidelines for materials, signage, street furniture, and landscaping. Our community frequently raises concerns about the inadequacy of kerbside and foreshore public waste bins prone to overflow during peak tourism times – temporary wheeled bins have become unsightly year-round fixtures – and a general lack of cleanliness of the main street. We ask Council to allocate increased 2026-27 resources for more frequent care, maintenance, management and upgrading of the shopping precinct waste bins, garden beds, footpath and laneways.	Yes

Item: 5.3

PP4/2026-1 - 260 Warrowie Road IRREWARRA

OFFICER	Ian Williams
GENERAL MANAGER	Ian Seuren
DIVISION	Community and Economy
ATTACHMENTS	1. PP4/2026-1 - 260 Warrowie Road IRREWARRA - Proposed Plan of Subdivision [5.3.1 - 2 pages]

1. PURPOSE

To hear verbal submissions about a planning application for the Subdivision of Land into Two (2) Lots (Dwelling Excision) at 260 Warrowie Road IRREWARRA (C/A: 42 V/F: 6874/790 Parish of Irrewarra).

The role of the Submissions Committee is to hear submissions. The Submissions Committee meeting is not a decision-making forum, and the Committee has no authority to make a decision on the planning application. The merits of the application will be considered by the Planning Committee at a future meeting.

2. EXECUTIVE SUMMARY

Planning permission is sought for Subdivision of Land into Two (2) Lots (Dwelling Excision) at 260 Warrowie Road IRREWARRA.

Consideration of the planning application involved a formal process of public notification by means of letters to surrounding properties and a site notice. In response, one letter of objection was received from neighbours. No letters of support were received.

An officer report that discusses the planning merits of the proposal will be considered later at a future Planning Committee or Council Meeting.

3. RECOMMENDATION

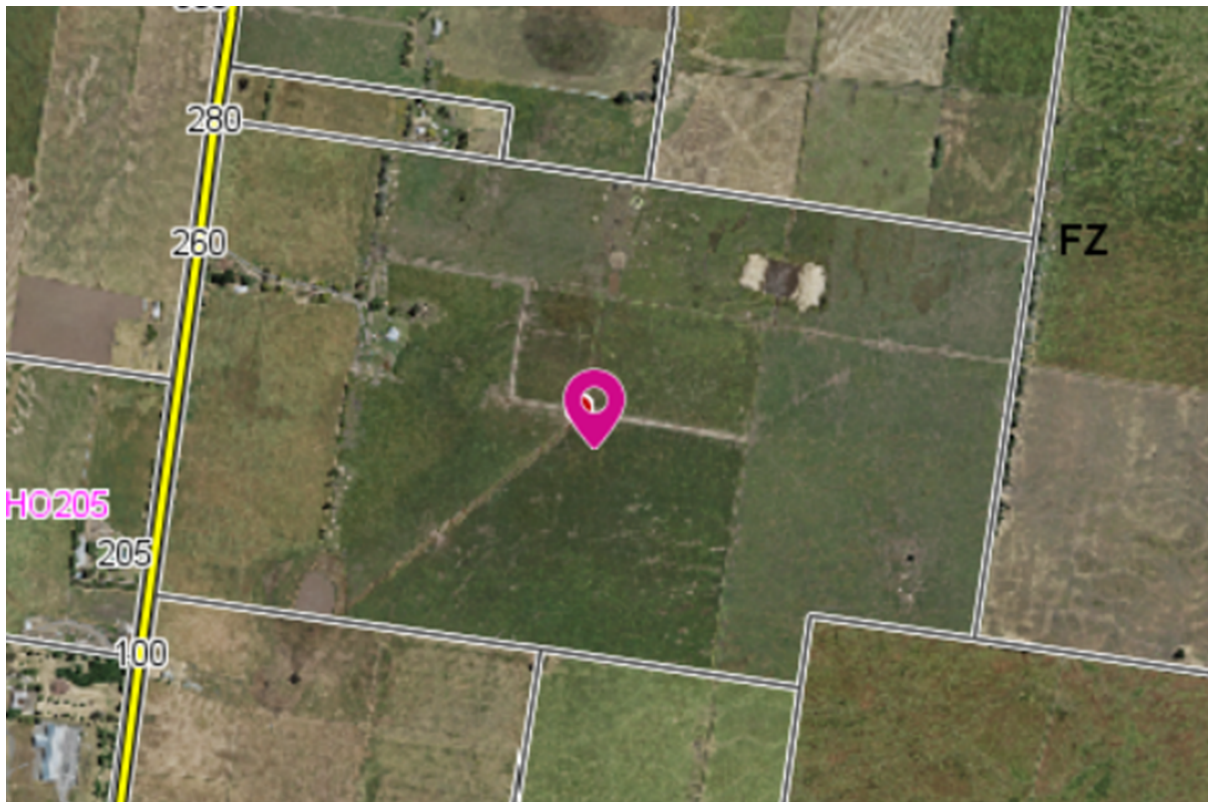
That the Submissions Committee:

- 1. Acknowledges and notes the verbal comments made in support of written submissions.***
- 2. Thanks those submitters that presented for their contribution to the submission process.***
- 3. Having heard all persons wishing to speak to their submissions, recommends that Council consider the planning application and all submissions at a future Planning Committee or Council Meeting.***

4. KEY INFORMATION

Application Site

The 80.9-hectare site is located on the east side of Warrowie Road, approximately 2km north of the Princes Highway. The land is generally flat grazing land, with several shelter belts and a small amount of vegetation along the property boundary. The site is developed with an existing dwelling and associated outbuildings. Surrounding land is used for agricultural and rural living purposes. The subject site contains existing property access from Warrowie Road.



The subject site is located within an area of the Shire where the minimum area for which no permit is required to use land for a dwelling (hectares) is 80 hectares and where the minimum subdivision area is 80 hectares.

Proposal

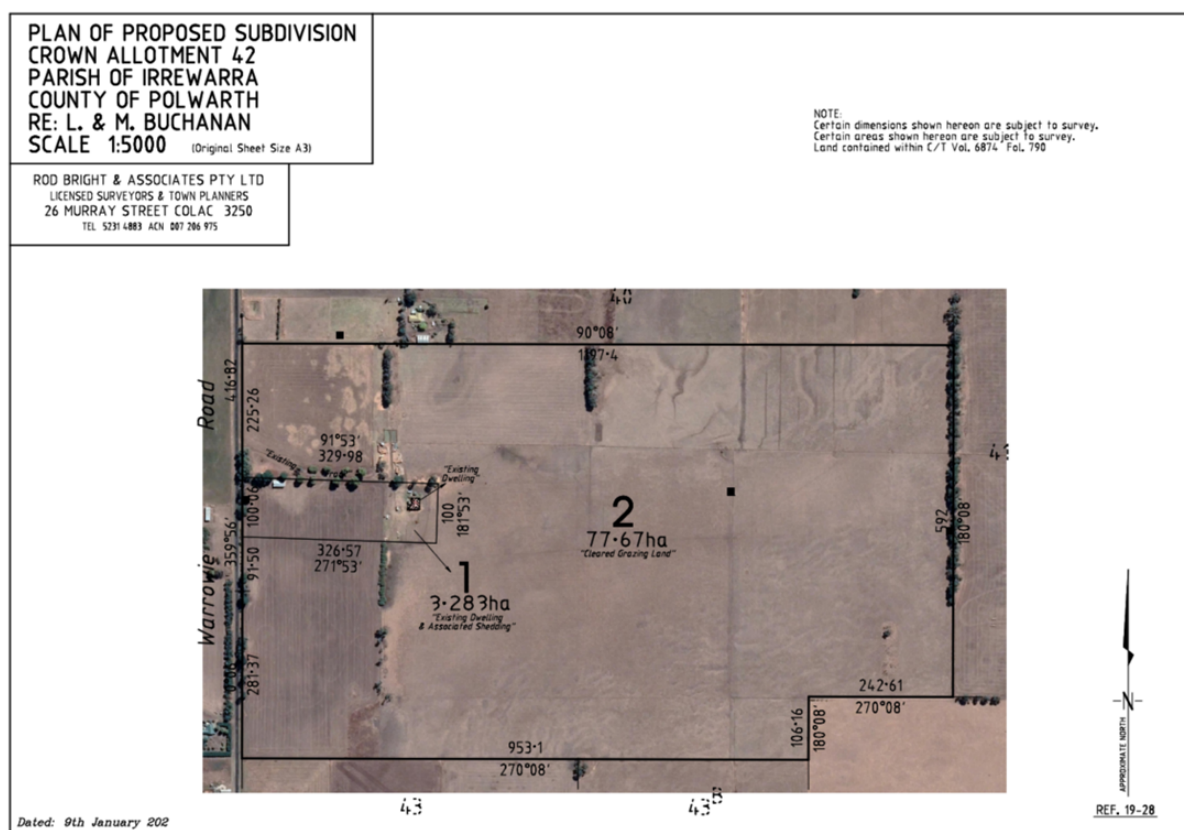
This application seeks a planning permit for Subdivision of Land into Two (2) Lots (Dwelling Excision)

Permit Triggers

Planning scheme clause	Matter for which the permit has been Applied for
35.07-4 (FZ)	Subdivision of Land into Two (2) Lots (Dwelling Excision)
45.02-3 (AEO2)	Subdivision of Land into Two Lots

Proposed Lot 1 would be 3.283 hectares and proposed Lot 2 would be 77.67 hectares. Proposed Lot 1 would contain the existing dwelling, outbuilding and shed and proposed Lot 2 would continue to be used for agricultural purposes (livestock farming). The proposed subdivision proposal would not require any vegetation removal, destruction or lopping.

The farm is serviced with dams and a stock loading yard. All agricultural operations and farming infrastructure is proposed to remain on the larger lot.



Background history of the site

Under planning permit application PP142/2019, approval was sought to excise the existing dwelling, garden and associated shedding on an area of approximately 1.618 hectares, resulting in a balance lot of approximately 79.33 hectares of predominantly cleared grazing land. Proposed Lot 1 was to contain the existing five-bedroom dwelling, associated

outbuildings, landscaped garden areas and some cleared grazing land, while Proposed Lot 2 comprised largely uninterrupted agricultural land. Council's Planning Committee recommended approval of this proposal and the objector appealed this decision to VCAT. On 16 April 2021, VCAT concluded that the grant of a permit to subdivide the land as proposed would not result in an acceptable planning outcome and that the decision of the responsible authority must be set aside with no permit granted.

Referrals

The application was referred internally to Council's Infrastructure Department and Health Protection Unit. No objection has been raised, subject to conditions being included on any permit issued.

Public Notice

Consideration of the planning application involved a formal process of public notification by means of letters to surrounding properties and a site notice. In response, one letter of objection was received from a neighbouring landowner. No letters of support were received.

A Consultation meeting between the applicant and the objector was offered but not held.

A summary of the key concerns raised by the objector is provided below.

- This subdivision is not in the interests of farming and proper planning due to its position in the lot:
 - i) The detachment from the original driveway;
 - ii) Small size of the lot being created;
 - iii) Vast opportunity for conflict between farming and residential (particularly someone moving from the city);
 - iv) There is no good planning reason for this subdivision;
 - v) It is great if part of the owners next generation is living there but this does not warrant the subdivision.
- The application contains false information in paragraph 6. The house that is sought to be subdivided off has always been part of the much greater lot hence why there has been no conflict in the past.

The applicant has provided a written response to this objection.

5. CONSIDERATIONS

Overarching Governance Principles (s(9)(2) LGA 2020)

This report aligns with relevant Governance Principles by seeking to ensure that those who have made submissions on the planning application (i.e., in this case the applicant and those who have written in against the proposal) have the opportunity to verbally address Councillors as the ultimate decision-makers in this case.

Policies and Relevant Law (s(9)(2)(a) LGA 2020)

This report has had regard to the provisions of the *Planning and Environment Act 1987* and the Colac Otway Planning Scheme. A full report with an officer assessment of the proposal will be presented to a future Planning Committee or Council Meeting for consideration.

Environmental and Sustainability Implications (s(9)(2)(c) LGA 2020)

Any environmental and sustainability implications will be considered as part of the officer report assessing the proposal.

Community Engagement (s56 LGA 2020 and Council's Community Engagement Policy)

Consideration of this planning application involved a formal process of public consultation. As noted above, a sign was installed around the site and letters were sent to nearby properties. One (1) letter of objection was received and there were no letters of support.

Public Transparency (s58 LGA 2020)

A Submissions Committee meeting provides an opportunity for people to speak to their submission, providing further clarity around key points they wish to convey to Councillors. It also provides opportunity for the applicant to respond to matters raised. The applicant and submitters will also be invited to attend a future Planning Committee or Council Meeting when the matter is to be considered and at which a decision on the planning application will be made. The officer report on the application will be made publicly available prior to that meeting.

Alignment to Plans and Strategies

Alignment to Council Plan 2025-2029:

The officer report presented to a future Planning Committee Meeting or Council Meeting will make an assessment of how the proposal has been considered against relevant planning policy.

Financial Management (s101 Local Government Act 2020)

Not applicable.

Service Performance (s106 Local Government Act 2020)

Not applicable.

Risk Assessment

Not applicable.

Communication/Implementation

Following the Submissions Committee meeting, a report on the planning application will be presented to Councillors at a future Planning Committee or Council Meeting for consideration. This will have regard to submissions received since notice was undertaken.

Human Rights Charter

No impact.

Officer General or Material Interest

No officer declared an interest under the *Local Government Act 2020* in the preparation of this report.

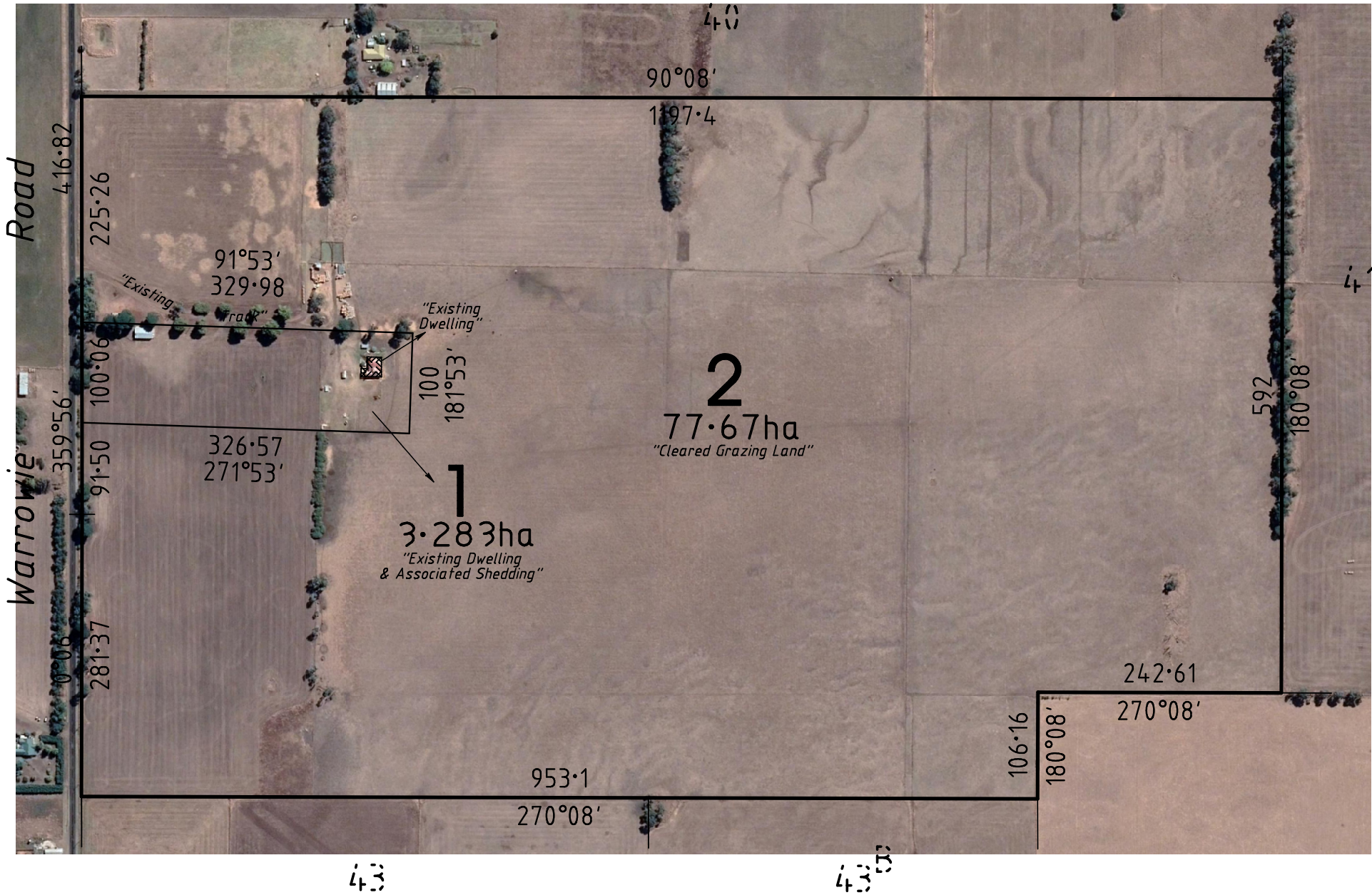
OptionsOption 1 – Note the verbal submissions

This option is recommended as the purpose of the meeting is to hear verbal submissions. The merits of the planning application will be considered at a future Planning Committee or Council Meeting.

PLAN OF PROPOSED SUBDIVISION
CROWN ALLOTMENT 42
PARISH OF IRREWARRA
COUNTY OF POLWARTH
RE: L. & M. BUCHANAN
SCALE 1:5000 (Original Sheet Size A3)

ROD BRIGHT & ASSOCIATES PTY LTD
LICENSED SURVEYORS & TOWN PLANNERS
26 MURRAY STREET COLAC 3250
TEL 5231 4883 ACN 007 206 975

NOTE:
Certain dimensions shown hereon are subject to survey.
Certain areas shown hereon are subject to survey.
Land contained within C/T Vol. 6874 Fol. 790



Dated: 9th January 2022

The map illustrates the layout of two land parcels, labeled 1 and 2, with their respective boundaries and features.

Parcel 1: A small rectangular area measuring 3.283ha, labeled "Existing Dwelling & Associated Shedding". It contains a small building footprint. The boundary measurements for Parcel 1 are:

- Top boundary: 100.06m, bearing 91°53'
- Right boundary: 100m, bearing 181°53'
- Bottom boundary: 326.57m, bearing 271°53'
- Left boundary: 281.37m, bearing 0°06'

Parcel 2: A large rectangular area measuring 77.67ha, labeled "Cleared Grazing Land". The boundary measurements for Parcel 2 are:

- Top boundary: 1197.4m, bearing 90°08'
- Right boundary: 592m, bearing 180°08'
- Bottom boundary: 953.1m, bearing 270°08'
- Left boundary: 106.16m, bearing 180°08'

Roads:

- Warrowie Road:** Located to the west of the parcels, with a width of 41.682m.
- 40' Road:** Located to the north of the parcels, with a width of 41.682m.

Other Measurements:

- The distance between the top-left corner of Parcel 1 and the top-left corner of Parcel 2 is 225.26m, bearing 91°53'.
- The distance between the bottom-left corner of Parcel 1 and the bottom-left corner of Parcel 2 is 326.57m, bearing 271°53'.
- The distance between the top-right corner of Parcel 1 and the top-right corner of Parcel 2 is 100m, bearing 181°53'.
- The distance between the bottom-right corner of Parcel 1 and the bottom-right corner of Parcel 2 is 106.16m, bearing 180°08'.

REF. 19-28