TOWN PLANNING REPORT

PROPOSED USE AND DEVELOPMENT OF GROUP ACCOMMODATION AND NATIVE VEGETATION REMOVAL ASSOCIATED WITH UTILITY INSTALLATION WORKS (SEWER MAINS)

1518 Timboon-Peterborough Road, Peterborough

Prepared on behalf of Tiny Away Great Ocean Road Pty Ltd
Report Record

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Appendix G - Draft Cultural Heritage Management Plan (prepared by AKWP)
Appendix H - Stormwater Management Plan (prepared by SITEC)
1 Introduction

Myers Planning Group has been engaged by Tiny Away Great Ocean Road Pty Ltd to prepare a Town Planning Report in support of a proposal at 1518 Timboon-Peterborough Road, Peterborough. This application seeks approval for the development of a high-quality group accommodation facility and native vegetation removal associated with the extension of sewer mains to service the subject site.

This report outlines the need for the proposal and finds that it will address a critical tourism accommodation gap within one of the nation’s largest and most visited tourism regions. The proposal will contribute to the growth of Corangamite Shire’s accommodation services sector and represents an opportunity for Council to support and facilitate the development of the local visitor economy in line with the Corangamite Shire Council Plan 2017-2021. The report also finds that the proposed sewer main extension will not impact on any significant ecological communities and is an appropriate infrastructure solution for the site.

This report also outlines the planning context for the site and finds that the proposal requires a permit under the Corangamite Planning Scheme in accordance with Clause 35.06 Rural Conservation Zone (Schedule 1) and Clause 52.17 Native Vegetation.

Accordingly, this report is supported by the following appendices:

- **Engineering Services**, which establishes the suitability of existing and proposed service infrastructures including feasibility for sewer services.
- **Transport Impact Assessment Report**, which establishes the suitability of the existing site and surrounding road network to manage projected traffic demands to an appropriate level.
- **Architectural Plans and Drawings**, which illustrate the suitability of the design and landscape elements which comprise the proposal.
- **Flora Survey**, which identifies native vegetation impacted by the proposed sewer infrastructure.
- **Bushfire Management Statement**, which establishes the suitability of the existing site, surrounds and proposed development to manage bushfire risks to an appropriate level.
- **Draft Cultural Heritage Management Plan**, which outlines measures to manage and protect Aboriginal cultural heritage before, during and after the proposed works.
- **Stormwater Management Plan**, which outlines an approach to the treatment and disposal of stormwater generated by the development.
The aforementioned reports and attached plans demonstrate that the proposal complies with the Corangamite Planning Scheme.

The proposal is therefore commended to Council and, on behalf of our client, we look forward to working with Council toward a positive outcome for the application.

<table>
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<tr>
<th>Standard Report</th>
<th>Streamlined Report</th>
<th>VicSmart Report</th>
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<tbody>
<tr>
<td>Proposal includes a permit trigger for ‘use’.</td>
<td>Proposal requires assessment against decision guidelines of the zone and/or overlay.</td>
<td>Applications eligible under relevant VicSmart provisions (does not apply to applications with a use component).</td>
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<tr>
<td>Proposal has State or Local planning policy implications.</td>
<td>Proposal requires consideration of particular provisions.</td>
<td>Reports only address relevant VicSmart application requirements and decision guidelines.</td>
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<td>Proposal requires assessment against decision guidelines of the zone and/or overlay.</td>
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<td>Proposal requires detailed assessment of particular provisions.</td>
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The following documents should be read in conjunction with this report and provided as part of the application:

- Site Plans, Staging Plans and Architectural Drawings (prepared by Atlas Building Designs)
- Engineering Services Report (prepared by SITEC)
- Transport Impact Assessment Report (prepared by ESR Transport Planning)
- Bushfire Management Statement (prepared by Landtech Consulting)
- Flora Survey (prepared by Landtech Consulting)
- Draft Cultural Heritage Management Plan (prepared by AKWP)
- Stormwater Management Plan (prepared by SITEC)
2 Site context

2.1 Site description

1518 Timboon-Peterborough Road, Peterborough (Group Accommodation site)

Land included within the proposed sewer mains extension is located within the Great Ocean Road reserve, the Wards Road reserve and on private property located at:
- 1558 Timboon-Peterborough Road, Peterborough
- 30 Wards Road, Peterborough

Lot 3 on Plan of Subdivision 220555Q (1518 Timboon-Peterborough Road, Peterborough)
Lot 1 TP 834074 (1558 Timboon-Peterborough Road, Peterborough)
Lot 1 LP139951 (30 Wards Road, Peterborough)

The site is located at Peterborough which is approximately 42 kilometres south-east of Warrnambool and 170 kilometres south-west of Melbourne (as the crow flies).

The proposed ‘group accommodation’ site is located on the upper slopes of the Curdies Inlet environs approximately 350 metres north of the Great Ocean Road and 250 metres north-east of the Great Ocean Road Airport. The site is located approximately 1 kilometre east of Peterborough and 10 kilometres west of Port Campbell (as the crow flies).

The subject site is also located in close proximity to tourism assets, including within:
- 600 metres of the Port Campbell National Park, Crown Of Thorns Rock and Newfield Bay.
- 5 kilometres of the Bay of Martyrs, The Grotto, London Bridge and Two Mile Bay.
- 20 kilometres from the Bay of Islands, 12 Apostles and 12 Apostles Visitor Centre, Loch Ard Gorge and the Great Ocean Walk.
A number of accommodation facilities are located within Peterborough’s urban area including caravan and camping facilities, cabins, motels, apartments and bed and breakfasts. These facilities are targeted at visitors looking for affordable accommodation options close to the Great Ocean Road.

Site History

The site proposed for ‘group accommodation’ has been previously used as a rural lifestyle property and for small-scale fodder production and grazing.

The proposed ‘group accommodation’ site comprises an irregular rectangular shape and has an area of approximately 6 hectares.

The site contains aspects to Curdies Inlet and partial views to the Southern Ocean and parts of the Great Ocean Road. Southern and eastern aspects near the Timboon-Peterborough Road frontage are obscured by vegetation along the southeastern corner of the property boundary and road reserve.

The site is mostly cleared, with native vegetation along the site’s eastern boundary and patches of exotic vegetation within the southeastern corner of the site. A dwelling, outbuildings and small agricultural sheds are located toward the eastern section of the site with the remaining balance of the site comprising improved pastures. Fencing of post and wire construction is located along all site boundaries.

The site is well drained and contains two soil profiles due to the size of the property. These profiles consist of quaternary period swamp, lake and estuarine deposits and tertiary period continental shelf deposits. The land slopes from the east downward toward the western boundary of the site towards the Curdies River inlet.

See Figure 1 (on page 6) for an aerial map of the subject site.

Details of site conditions and environs of the study area for the proposed sewer main extension are located in Appendix F (Flora Survey).
The site is accessed via a rural vehicle accessway which leads to Timboon-Peterborough Road. This road is managed by Corangamite Shire Council and links to the Great Ocean Road, which is managed by Regional Roads Victoria. The existing volume of traffic along Timboon-Peterborough Road and the Great Ocean Road ranges between 500-2,000 vehicles per day.

The surrounding landscape comprises improved pastures and farmland to the north and east, rural lifestyle properties to the south and the Great Ocean Road Airport to the southeast.

Surrounding land to the south and east contains a mix of ground-hugging vegetation cover and planted shelter belts, which effectively screen the development from southern and eastern aspects.

Surrounding land to the north is relatively open, with improved pastures dominating the landscape.

Surrounding land to the west contains the Curdies Inlet environs and low-lying wetland and riparian vegetation species.

Details of site conditions and environs of the study area for the proposed sewer main extension are located in Appendix F (Flora Survey).
2.2 Surrounding area

The proposed group accommodation site is located within the Rural Conservation Zone and has been previously used for fodder production (agriculture) and as a rural lifestyle property.

<table>
<thead>
<tr>
<th>North</th>
<th>Rural Conservation Zone (Schedule 1)</th>
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<tbody>
<tr>
<td></td>
<td>Land to the north of the subject site contains a dwelling on a lot of approximately eight hectares and is used as a rural lifestyle property. This dwelling is located approximately 10 metres from the subject site’s northern boundary.</td>
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<tr>
<th>East</th>
<th>Rural Conservation Zone (Schedule 1)</th>
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<td></td>
<td>Land to the east of the subject site contains a small one-hectare lot used as a rural store. Beyond this land is a small lot of approximately 8,000 square metres hectares containing a dwelling. The dwelling is located approximately 100 metres from the subject site’s eastern boundary.</td>
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Land to the south of the subject site contains three small lots, with two lots containing one dwelling and outbuildings. These dwellings are located, 85 metres and 120 metres from the subject site’s southern boundary with longitudinal orientations toward the Curdies River Inlet environs.

Land to the west of the subject site is part of the Curdies Inlet environs.

The proposed sewer main extension is located on land contained in the Road Zone Category 1 and Rural Conservation Zone. Details of the site environs for the sewer main extension are provided in Appendix F (Flora Survey).
View of vehicle accessway to Timboon-Peterborough Road.

View of dwelling on subject site (western perspective).

View of dwelling on adjoining land north of subject site.

View of rural store on adjoining land south of subject site.

View of dwelling on adjoining land south-west of the subject site.

View of paddocks (foreground) and dwelling on adjoining land to the south of the subject site (background).

View of subject site from Curdies Inlet Bridge.
View of farm infrastructure and dwelling curtilage (foreground) and grazing paddocks (background) subject site.

View of paddock infrastructure and dwelling curtilage on the subject site.

View of paddock infrastructure (foreground) and Curdies Inlet (background).

View of improved pastures (foreground) and Curdies Inlet (background).
3 The proposal

3.1 Background

This application seeks planning approval for the use and development of land for group accommodation and removal of native vegetation associated with an extension of a sewer main from the Peterborough township.

The business vision for the site is to create an experiential accommodation destination for guests who wish to be immersed within the natural surrounds of the Curdies Inlet environs and in close proximity to the Port Campbell National Park and wider Shipwreck Coast landscape. The unique marketing point of this accommodation offer is the site’s proximity to these natural assets and the simplistic and sustainable qualities embodied through the use of minimalist style accommodation structures. Specifically, through the use of high-quality ‘tiny house’ units.

The selection of this site for the proposal and the approach to the scale and design of the proposed buildings and infrastructure has been made deliberately in response to this vision and the natural attraction of its surrounds.

The type of accommodation proposed is of interest to a wide variety of tourism market segments, including inbound and domestic tourism visitor markets. In particular, the proposed accommodation facilities will appeal to group tour travellers, fully independent travellers, partially packaged travellers and special interest travellers seeking an experiential accommodation offering. This form of accommodation within the Great Ocean Road region is critically low and highly sought after by domestic and inbound visitors.

The widening gap between visitor preferences for accommodation and what is currently offered along the Great Ocean Road is a notable theme in almost every economic public policy document concerning this region. In particular, the Great Ocean Road Strategy 2004, Great Ocean Road Destination Master Plan (2012), Corangamite Tourism Opportunities Study (2010), Victoria’s 2020 Tourism Strategy (2013), the Shipwreck Coast Masterplan (2015) and the Strategic Master Plan for the Great Ocean Road Region Visitor Economy (2015-2025).

This proposal represents an opportunity to address a noted gap in the accommodation market within a location which, deservedly, requires a unique set of landscape characteristics and built form responses to appropriately design and scale development to meet this demand. The following sections of this report describe how this proposal is uniquely positioned to achieve these outcomes.
The key features of the proposal are listed below and are further discussed in the following sections of this report:

- Reception building and viewing area.
- Shared activity building.
- ‘Tiny home’ style accommodation buildings.
- Internal roads and parking.
- Shared internal boardwalk and star-gazing deck.

The proposal comprises a total of 30 rooms/buildings for bookings.

3.2 Proposed use

Group Accommodation

The predominant use of the proposal is characterised as a ‘group accommodation’ as per Clause 73.03 Land Use Terms, which defines ‘group accommodation’ as:

Land, in one ownership, containing a number of dwellings used to accommodate persons away from their normal place of residence.

It is noted that the proposal comprises thirty buildings separately containing the required facilities listed in Clause 73.03 which characterise a building as a dwelling, including:

- a kitchen sink;
- food preparation facilities;
- a bath or shower; and
- a toilet and wash basin.

Should a planning permit be granted, it is intended that the site be registered with Council as a ‘caravan park’ under the Residential Tenancies Act 1997 for this purpose. This is necessary to ensure that appropriate building standards can be applied to the proposed accommodation units and to ensure that the premises are operated in accordance with relevant legislation. The premises, operation and accommodation buildings will comply with the Act and Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010.
3.3 Proposed buildings

Plans prepared by Atlas Building Designs (see Appendix B) outline the proposed siting and layout of buildings, works and infrastructure services for the proposed group accommodation facility.

The key features of the plans are listed below and are further discussed in the following sections of this report:

- A two-level reception building containing offices, 'check-in' facilities, laundry and viewing area.
- Two activity rooms with a detached ‘butterfly wing’ style roof and adjoining deck area.
- 30 individual ‘tiny home’ units (moveable dwellings). These buildings comprise two similar designs, which are outlined below:
  - **Bintan Unit**
    The Bintan Unit is a flat-roofed structure mounted on a 0.6 metre two-wheeled chassis. The unit is 3.35 metres (high) x 6.6 metres (long) x 2.2 metres (wide).
  - **Minimalist Unit**
    The Minimalist Unit is a gable-roofed structure mounted on a 0.6 metre two-wheeled chassis. The unit is 3.35 metres (high) x 5.5 metres (long) x 2.2 metres (wide).
- Extension to existing vehicle accessway.
- Internal roads and car parking areas.
- Sewer treatment facilities.

See Appendix B for a copy of architectural drawings containing dimensions and materials of the proposed buildings and structures.

3.4 Car parking and access

Vehicle access is proposed to be provided via an existing crossover from Timboon-Peterborough Road and an all-weather vehicle accessway. An upgrade to the crossover and vehicle accessway is required to accommodate two-way traffic at the intersection of the road and crossover, which will enable orderly ingress and egress.
A total of 37 car parks are proposed to cater for parking demand generated by the proposal, including one space for every unit and seven parking spaces (including 1 accessible space) adjoining the proposed reception building.

3.5 Landscaping

Care has been taken to ensure that the proposed landscaping regime does not:

- dominate the landscape, which is characteristically open and comprises pastoral grasslands and low-lying coastal heath and scrub.
- increase bushfire risk to the site and adjoining properties.

Small native shrub species and grasses are proposed throughout the site between property boundaries, buildings and internal roads with taller shrubs and small trees set back within the site to soften the appearance of built form from internal aspects. Care has been taken to ensure proposed plantings do not provide a hard edge to the property, with plantings designed to provide a soft transition between scrub and surrounding grasslands.

A mix of native trees, shrubs and grasses from the Damp Heath Scrub and Coastal Dune Scrub Ecological Vegetation Classes have been selected for the proposed landscaping regime, including:

- *Banksia marginata* (Silver Banksia).
- *Allocasuarina verticillata* (Drooping Sheoak).
- *Poa poiformis* (Coast Tussock-grass).

See Appendix B for details on species selection, location and staging.

3.6 Sewer mains extension

The subject site is located 1.5 kilometres from the nearest sewer node contained in the Peterborough township.

The Engineering Services Report (Appendix C) outlines how sewer services can be connected to the site, and recommends that sewer be extended from the Peterborough township.

The proposed sewer mains extension will be located within the Great Ocean Road road reserve until it diverts due north along private land (in a separate ownership) near to the subject site. Easements will be required to secure the asset, which is to be managed by Wannon Water following installation and final approval of works.
Low value native vegetation is proposed to be lopped and pruned as part of the proposed sewer mains extension. Details of the study area and impact on native vegetation are contained in Appendix F (Flora Survey).

3.7 Cultural heritage sensitivity

The subject site is within an area of cultural heritage sensitivity as described in the Aboriginal Heritage Regulations 2018. The proposal also constitutes a high impact activity.

A draft cultural heritage management plan is provided at Appendix G.

3.8 Covenants, caveats, easements and section 173 agreements

There are no restrictive covenants, caveats or section 173 agreements affecting the Site. A power easement affects part of the eastern section of the site. Refer to Appendix A (Certificate of Title).
4 Strategic Context and Planning Assessment

Clause 65 identifies the relevant decision guidelines that a responsible authority must consider in assessing a planning permit application. The following are relevant to this proposal:

- The matters set out in section 60 of the Planning and Environment Act 1987;
- The Municipal Planning Strategy and the Planning Policy Framework;
- The purpose of the zone, overlay or other provision;
- Any matter required to be considered in the zone, overlay or other provisions;
- The orderly planning of the area.

4.1 Planning Policy Framework

The Planning Policy Framework (PPF) seeks to ensure the objectives of planning in Victoria (as set out in Section 4 of the Planning and Environment Act) are fostered through appropriate land use and development policies and practices. The PPF informs the preparation and implementation of local planning policy objectives and the introduction of zone and overlay controls, and seeks to integrate relevant environmental, social and economic factors in the interest of net community benefit and sustainable development. Those clauses most relevant to this proposal include:

Settlement

- **Clause 11.01-1R** Settlement - Great South Coast: To attract more people to the region.

- **Clause 11.03-4S** Coastal settlements: To plan for sustainable coastal development.

- **Clause 11.03-5S** Distinctive areas and landscape: To protect and enhance the valued attributes of identified distinctive areas and landscapes.

- **Clause 11.03-5R** Great Ocean Road Region: To manage the sustainable development of the Great Ocean Road region.

Environmental and Landscape Values

- **Clause 12.01-1S** Protection of biodiversity: To assist the protection and conservation of Victoria’s biodiversity.
- **Clause 12.01-2S** Native vegetation management: To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.

- **Clause 12.05-2S** Landscapes: To protect and enhance significant landscapes and open spaces that contribute to character identity and sustainable environments.

**Environmental Risks and Amenity**

- **Clause 13.02-1S** Bushfire planning: To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

**Protection of agricultural land**

- **Clause 14.01-1S** Protection of agricultural land: To protect the state’s agricultural base by preserving productive farmland.

**Built environment and heritage**

- **Clause 15.01-2S** Building design: To achieve building design outcomes that contribute to the local context and enhance the public realm.

- **Clause 15.01-6S** Design for rural areas: To ensure development respects areas of rural character.

- **Clause 15.02-1S** Energy and resource efficiency: To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

**Economic Development**

- **Clause 17.01-1S** Diversified economy: To strengthen and diversify the economy.

- **Clause 17.01-1R** Diversified economy - Great South Coast

- **Clause 17.04-1S** Facilitating tourism: To encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination.

- **Clause 17.04-1R** Tourism - Great South Coast
Transport

- **Clause 18.02-4S** Car parking: To ensure an adequate supply of car parking that is appropriately designed and located.

On balance, it is considered that the use and development for group accommodation is supported by the Planning Policy Framework (PPF), particularly as the proposal:

- will attract people to work, settle and visit within the region (**Clause 11**).

- will not compromise agricultural production, scenic values, rural character, landscape features, tourism attractions and the sustainable development of the Great Ocean Road region (**Clause 11, Clause 12, Clause 14 and Clause 15**);

- will not impact on significant ecological communities, through works associated with the installation of utility (sewer) services (**Clause 12**).

- will manage down bushfire risk to life, property and the community to an appropriate level (**Clause 13**);

- provides building design outcomes which are appropriate for the local context, and which demonstrate energy and resource efficient development design and preserve important rural landscape characteristics (**Clause 15**);

- will fill a critical gap in the regional tourism offering, thereby increasing the competitiveness of the region as a tourist destination and contributing to the strengthening and diversification of the regional economy (**Clause 17**); and

- will minimise traffic impacts on the surrounding road network to a reasonable extent and will supply adequate car parking on-site (**Clause 18**).

In light of the above, the proposal is considered to appropriately meet the requirements of the PPF.

**4.2 Municipal Planning Strategy (Local Planning Policy Framework)**

The Municipal Planning Strategy (MPS) sets out a local strategic planning context for a municipality. It comprises the Municipal Strategic Statement (MSS) and specific local planning policies. Those clauses most relevant to this proposal include:
Clause 21.02 ‘Municipal Profile’ identifies a number of relevant themes and policy threads which are re-iterated throughout the Municipal Planning Strategy. These relate to the significance of tourism as an economic driver, the importance of protecting agricultural production, the protection of coastal landscapes and the efficiency of the Great Ocean Road network.

Clause 21.03-2 ‘Landscapes’ identifies landscapes of local and national significance and objectives and strategies that need to be considered by the responsible authority when assessing applications within these areas. Relevant objectives include:

- Objective 1: To protect scenic values of coastal areas, particularly along the Great Ocean Road.
- Objective 2: To preserve and protect important landscape features.

Clause 21.03-1 ‘Native Vegetation and Biodiversity’ recognises parts of the Corangamite Shire contain important areas of remnant native vegetation. Relevant objectives include:

- Objective 1: To ensure land use and development protects and enhances biological diversity.

Clause 21.03-3 ‘Environmental Risks’ recognises parts of the Corangamite Shire are subject to bushfire risk and contains objectives and strategies that need to be considered by the responsible authority when assessing applications which may affect areas prone to bushfire. Relevant objectives include:

- Objective 1: To ensure development is only permitted where the risks to life, property and community infrastructure from bushfire and flood is low.

Clause 21.04-1 ‘Agriculture’ recognises the importance of agriculture to the municipal economy and contains objectives and strategies that need to be considered by the responsible authority when assessing applications which may affect agricultural land or agricultural enterprises. Relevant objectives include:

- Objective 1: To protect agricultural land.

Clause 21.04-2 ‘Tourism’ recognises the importance of tourism to the municipal economy, identifies tourism assets of local significance and contains objectives and
strategies that need to be considered by the responsible authority when assessing applications which affect these assets. Relevant objectives include:

- Objective 1: To sustainably manage regionally significant tourism attractions, such as the Great Ocean Road, lakes, waterways and volcanic cones.

- Objective 2: To focus coastal related tourism use and development in township locations or on identified sites which have specific tourism attributes.

- Objective 3: To promote tourism accommodation, activities and services that will attract visitors to the Shire, serve the needs of tourists and showcase local produce and features.

Clause 21.05-3 ‘Aviation and Airfield Management’ recognises a significant link between the local aviation and tourism industry’s, and identifies aviation as an enabling asset for economic growth opportunities. Relevant objectives include:

- Objective 1: To recognise the role of the aviation industry in supporting the tourism and agricultural sectors.

- Objective 2: To ensure land use and development in proximity to airfields and helipads does not adversely impact its operation.

On balance, it is considered that the use and development for group accommodation is supported by the Municipal Planning Strategy (MPS), particularly as the proposal:

- will enhance visitation and fill gaps in the local tourism offering (Clause 21.04-2).


- will not impact on significant ecological communities, through works associated with the installation of utility (sewer) services (Clause 21.03-1).

- will manage down bushfire risk to life, property and the community to a low level (Clause 21.03-3).

- is located in close proximity to existing townships and sites which have strategic tourism potential and seeks to fill a critical gap in the local tourism offering, thereby
increasing the competitiveness of the municipality as a tourist destination and contributing to the strengthening and diversification of the local economy (Clause 21.04-2).

- Supports the role of the Peterborough air strip and recognises there are synergies offered through the subject site’s proximity to the air strip (Clause 21.05-1)

Specifically, the Peterborough air strip is located approximately 250 metres south east from the subject site. It is understood that there may be regular noise, dust and light emitted by the air strip’s aviation activities. The accommodation operators consider these disruptions to be inconsequential to their development, which provides adequate buffers, shelter and landscaping to minimise any potential amenity impacts arising from the air strip’s normal operations. There are synergies in locating sensitively sited and scaled accommodation in proximity to significant transport assets, which is a link recognised and supported by the MPS and the proposal.

On balance, it is considered that the scale and intensity of nearby aviation activities are unlikely to adversely affect the amenity of the proposed accommodation facilities. The applicant is prepared to enter into an agreement\(^1\) (registered on title) which acknowledges the property is located in an area where aviation activities occur during the day and night and these activities may result in noise, dust and light emitted from the premises.

In light of the above, the proposal is considered to appropriately meet the requirements of the MPS.

### 4.3 Other Policy Context

Numerous policy documents have been drawn on to inform the proposal, either as reference documents in the planning scheme or other government and related documents. These documents provide an understanding of the background to existing policies and controls in the planning scheme and are discussed overleaf.

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\(^1\) Pursuant to Section 173 of the Planning and Environment Act 1987.
- **Great Ocean Road Region Landscape Assessment Study (2003)**

  The Great Ocean Road Region Landscape Assessment Study (GORRLAS) is a reference document in the Corangamite Planning Scheme and identifies the valid role of tourism developments in non-urban locations along the Great Ocean Road. In relation to tourism development, the GORRLAS seeks to:

  - encourage tourism investment and projects that are sensitive to coastal settings and meet regional needs.
  
  - ensure that tourism proposals outside settlement boundaries are of a high quality, well designed and sited, add value to the coastal experience and are distinguishable from residential proposals.

- **Corangamite Tourism Opportunities Study (2010)**

  The Corangamite Tourism Opportunities Study (CTOS) identifies strategic areas for tourism development within the Shire (p. 79). The subject site is contained within the ‘Peterborough East’ precinct, which is described as ‘conducive to tourism development’ for the following reasons:

  - *Sites within Peterborough East provide views of the coastline and estuary.*
  
  - *The landforms at Peterborough East allow for tourism development to be discretely located without affecting views from the Great Ocean Road.*
  
  - *Private land at Peterborough East can be accessed from the Great Ocean Road.*

  Notably, the Study identifies the ‘Peterborough East’ precinct as a suitable area for tourism opportunities involving self-contained accommodation.

- **Great Ocean Road Destination Master Plan (2012), Victoria’s 2020 Tourism Strategy (2013) and Strategic Master Plan for the Great Ocean Road Region Visitor Economy (2015-2025)**

  The Great Ocean Road Destination Master Plan identifies that an additional 3,400 commercial guest rooms will be required to meet the projected visitor demand for the Great Ocean Road Region by 2030. The Great Ocean Road Destination Master Plan, Victoria’s 2020 Tourism Strategy and the Strategic Master Plan for the Great Ocean
Road Region Visitor Economy all recognise there is a gap between visitor demands for accommodation and what is currently on offer within the region. These policy documents also seek to facilitate and support priority investment projects. In particular, high-quality accommodation developments in close proximity to public tourism infrastructure assets.

- **Shipwreck Coast Master Plan (2015)**

  The Shipwreck Coast Master Plan focuses on the Shipwreck Coast leg of the Great Ocean Road between the Bay of Islands (west) and Princetown (east). Of particular interest is the intent of the Master Plan to generate more visitation between core tourism products (i.e. 12 Apostles, Bay of Islands and Loch Ard Gorge) by providing trails, pods and lookouts to provide further opportunities to stop, rest and experience these natural tourism assets. It is intended that these infrastructure assets will provide natural ‘jumping off points’ on the routes between the Master Plan precincts and will naturally encourage private investment in close proximity to these assets. Of particular relevance to Peterborough is the ‘park and ride hub’ and Visitor Experience Centre proposed on the east side of the Curdies River Bridge (within 600 metres of the subject site).

  The proposal is strategically located between these Master Plan precincts and proposed tourism infrastructure initiatives and will help meet the expected demand for private investment in high-quality tourism accommodation.

### 4.4 Zoning

The subject site is zoned Rural Conservation Zone - Schedule 1 (Clause 35.06). The relevant purposes of the **Rural Conservation Zone** include:

- To implement the Municipal Planning Strategy and Planning Policy Framework.

- To conserve the values specified in a schedule to this zone.

- To protect and enhance the natural environment and natural processes for their historic, archaeological and scientific interest, landscape, faunal habitat and cultural values.

- To protect and enhance natural resources and the biodiversity of the area.
- To encourage development and use of land which is consistent with sustainable land management and land capability practices, and which takes into account the conservation values and environmental sensitivity of the locality.

- To conserve and enhance the cultural significant and character of open rural and scenic non urban landscapes.

Also of relevance are the conservation values listed in Schedule 1 to the Rural Conservation Zone, which are as follows:

*Maintain the environmental values of the Shire’s coastal areas, in particular the landscape values, vegetation, fauna habitat and protect ecological systems.*

Pursuant to **Clause 35.06-1** (Table of uses) the use of land for a ‘group is a Section 2 use.

Pursuant to **Clause 35.06-5** (Buildings and works), a permit is required to construct or carry out works associated with a Section 2 use.

The following decision guidelines are relevant to an application for the use and development of group accommodation under the Rural Conservation Zone.

<table>
<thead>
<tr>
<th>Decision guideline</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General issues</strong></td>
<td>The Municipal Planning Strategy (MPS) and the Planning Policy Framework (PPF) have been considered in this report. The proposal is consistent with the MPS and PPF and addresses bushfire risk and provides for the protection of the environmental, agricultural and landscape quality of the site and its surrounds through the sensitive siting and design of buildings and infrastructure and the retention of the open rural character characteristic of the local setting. The efficiency of the Great Ocean Road network is also a relevant matter under the MPS and PPF. The proposal is shown to have traffic impacts which are</td>
</tr>
<tr>
<td>Decision guideline</td>
<td>Assessment</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>commensurate with the level of infrastructure and existing traffic demands on the surrounding transport network.</td>
<td>The Corangamite Catchment Strategy 2013-2019 applies to the subject site. The strategy contains a number of land management objectives and actions for soils, agricultural land, rivers, estuaries, floodplains, native vegetation, threatened flora and fauna, coasts, marine environments and aquifers. There is a ‘wetland’ objective contained in the Strategy, which seeks to maintain the extent of wetlands and improve their quality. The proposal demonstrates consistency with this objective by locating development outside of the wetland area and area potentially at risk to inundation. The site does not contain any areas of native vegetation, habitat for significant fauna species, declared water supply catchments or significant soil quality issues. There is a ‘native vegetation’ objective contained in the Strategy, which seeks to halt the decline in quality (condition) and extent of high value native vegetation and enhance its connectivity. The study area for the proposed sewer main extension has been assessed as part of the Flora Survey at Appendix F and has found no ‘high value’ native vegetation within the study area.</td>
</tr>
<tr>
<td>Decision guideline</td>
<td>Assessment</td>
</tr>
<tr>
<td>--------------------</td>
<td>------------</td>
</tr>
<tr>
<td>(continued)</td>
<td>The Flora Survey finds that the proposal will not affect any significant ecological communities. A proposed offset for approximately 0.10 hectares of native vegetation to be removed (i.e. pruned and lopped) has been put forward as part of this application, together with proposed management and minimisation measures to further reduce the impact caused through any disturbance to native vegetation areas.</td>
</tr>
</tbody>
</table>

The capability of the land to accommodate the proposed use or development, including the disposal of effluent.

The land contains adequate area to cater for the infrastructure services required to enable the development.

Sewer is proposed to be connected to the site through the construction of a proposed pump station on site and sewer rising main extending from the existing Wannon Water pump station in Peterborough via the Great Ocean Road and adjoining private land to the south of the site.

See Appendix C for a copy of the Engineering Services Report, which includes details of the design and siting of the sewer system and other infrastructure connections required by the development.
<table>
<thead>
<tr>
<th>Decision guideline</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>How the use or development conserves the values identified for the land in a schedule.</td>
<td>The subject site has been selected for the proposal as it contains adequate setbacks to nearby environmental assets (i.e. Curdies Inlet environs). The site itself contains relatively low environmental values, including the absence of any native vegetation, significant fauna species and is positioned away from ridgelines and prominent site lines to the coast and public realm. It’s contribution as part of the larger Great Ocean Road landscape area has been considered in great detail as demonstrated by the attached plans (see Appendix B). The proposal has been designed to minimise visual impact on the existing landscape from the public realm by locating built form 100 metres setback from the western property boundary and 900 metres from the nearest viewable aspect from the Great Ocean Road (i.e. Curdies River Bridge). This setback will help to minimise the scale of any viewable aspect to the development from the surrounding landscape. Aspects to the building area are limited due to the site’s elevation, the position of existing vegetation on adjoining sites and the Great Ocean Road road reserve and proposed landscaping on-site. The proposal will not impact on the continuation of primary production on adjacent land as adjoining land is occupied by dwellings for rural residential uses.</td>
</tr>
</tbody>
</table>
The study area for the proposed sewer main extension has been assessed as part of the Flora Survey at Appendix F. The Flora Survey finds that the proposal will not affect any significant ecological communities.

A proposed offset for approximately 0.10 hectares of native vegetation to be removed (i.e. pruned and lopped) has been put forward as part of this application, together with proposed management and minimisation measures to further reduce the impact caused through any disturbance to native vegetation areas.

In light of the above, the proposed accommodation use and utility installation works are considered to be compatible with the existing uses on surrounding land and the values identified in Schedule 1 to the Rural Conservation Zone.

**Rural issues**

- The environmental capacity of the site to sustain the rural enterprise.
- The need to prepare an integrated land management plan.
- The impact on the existing and proposed infrastructure.
- Whether the use or development will have an adverse impact on surrounding land uses.

It is expected that the development will enhance the environmental management of the subject site through improvements to landscaping and attention to year-round site maintenance.

The land is of a sufficient size and capacity to sustain the proposed use.

The proposal has suitable connections to existing road, water and power infrastructure and will not unduly burden the surrounding infrastructure network.
<table>
<thead>
<tr>
<th>Decision guideline</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(continued)</td>
<td>Stormwater will be disposed of via downpipes from the accommodation buildings into water tanks, and then overflow across natural ground. All additional stormwater generated by the development will be retained on site and will be treated before discharging toward the Curdies Inlet environs at pre-development flows/levels.</td>
</tr>
<tr>
<td></td>
<td>The proposal will not impact on the continuation of primary production on surrounding land or the use of land for rural residential purposes on adjoining land.</td>
</tr>
<tr>
<td></td>
<td>The proposed buildings, patron activity areas, internal roads and parking areas have been sufficiently set back from the boundaries to avoid potential impacts on adjacent land.</td>
</tr>
<tr>
<td></td>
<td>An integrated land management plan has not been prepared for the site, although matters usually considered in such a plan have been covered off in this report and the appendices.</td>
</tr>
<tr>
<td></td>
<td>The proposed development is not expected to have undue impacts on the surrounding transport network. Specifically, the proposal is expected to generate daily traffic activity of approximately 153 vehicles per day.</td>
</tr>
<tr>
<td></td>
<td>As the proposed use will attract passing traffic and does not create a new destination in its own right, much of the generated traffic activity will be traffic that would otherwise exist along the Great Ocean Road network. Therefore, the proposal’s impact on the efficiency of the Great Ocean Road will be negligible. See Appendix D for an assessment of transport impacts arising from the proposal.</td>
</tr>
</tbody>
</table>
Decision guideline | Assessment
--- | ---
(continued) | Potential noise sources include vehicle movements (cars and shuttles), sounds from people using outdoor facilities and sounds from people emanating from buildings. Amenity impacts are expected to be low-nil and appropriate for the local setting based on the patronage/occupancy and building setbacks provided between activity areas and neighbouring sites. Any amenity impacts will be able to mitigated through appropriate permit conditions, including conditions to ensure noise emissions are contained to an acceptable level in accordance with the relevant EPA policies and general amenity conditions.

Environmental issues

An assessment of the likely environmental impact on the biodiversity and in particular the flora and fauna of the area. The proposal is not expected to have an adverse impact on the natural physical features and resources of the area. The proposed siting of buildings and works is located 100 metres from the Curdies Inlet environs and will not impact on any native flora or fauna habitats.

The study area for the proposed sewer main extension has been assessed as part of the Flora Survey at Appendix F. The Flora Survey finds that the proposal will not affect any significant ecological communities. A proposed offset for approximately 0.10 hectares of native vegetation to be removed (i.e. pruned and lopped) has been put forward as part of this application, together with proposed management and minimisation measures to further reduce the impact caused through any disturbance to native vegetation areas.
The protection and enhancement of the natural environment of the area, including the retention of vegetation and faunal habitats and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge areas.

No native vegetation is impacted by the proposed accommodation building site.

Native understorey vegetation species (i.e. shrubs and grasses) will be established along property boundaries, internal roads and fencelines as shown on the enclosed site plan at Appendix B.

Care has been taken to ensure that the proposed landscaping regime does not dominate the landscape, which contains open pastoral grasslands, dunal scrub and damp heath.

The study area for the proposed sewer main extension has been assessed as part of the Flora Survey at Appendix F. The Flora Survey finds that the proposal will not affect any significant ecological communities. A proposed offset for approximately 0.10 hectares of native vegetation to be removed (i.e. pruned and lopped) has been put forward as part of this application, together with proposed management and minimisation measures to further reduce the impact caused through any disturbance to native vegetation areas.

The proposed use and development incorporates technologies and practices which suitably integrate the land with its environment. These items are covered off in other sections, but relate to sewer, stormwater, built form, building footprint, landscaping and site maintenance regimes. The matters usually considered in an integrated land management plan are addressed in these sections and are further illustrated in the attached appendices.
Decision guideline | Assessment
---|---
The location of on site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation. | Sewer is proposed to be connected to the site through the construction of a proposed pump station on site and sewer rising main extending from the existing Wannon Water pump station in Peterborough via the Great Ocean Road and adjoining land. See Appendix C for a copy of the Engineering Services, which includes details of the design and siting of the treatment system.

Design and siting issues

The need to minimise any adverse impacts of siting, design height, bulk, and colours and materials to be used, on landscape features, major roads and vistas. | The proposal is not expected to impact on adjoining and nearby agricultural uses.

The need to minimise adverse impacts on the character and appearance of the area or features of archaeological, historic or scientific significance or of natural scenic beauty or importance. | The proposed siting of the dwelling and accommodation buildings, as it relates to the wider landscape, roads and vistas, is considered to be appropriate.

The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities. | The proposed height of the development is considered to be appropriate in the context of the site.

Colours and materials will be non-reflective and of dark, muted tones.

Design and siting issues are considered in further detail within Section 4.5, which pertains to the proposals impact on the Great Ocean Road landscape area.

Details of engineering services are contained in Appendix C (Engineering Services Report) and Appendix H (Stormwater Management Plan).
The location and design of roads and existing and proposed infrastructure services to minimise the visual impact on the landscape.

The proposal is able to be serviced by underground reticulated water supply, sewer and existing above-ground electricity services. The proposal will utilise an existing access to minimise its visual impact on the landscape (as opposed to a new or separate vehicle crossover). Minor works are required to provide internal vehicle access within the site. The material for these works will mimic existing vehicle accessway materials.

4.5 Overlays

Clause 43.03 Significant Landscape Overlay (Great Ocean Road Landscape Area)

The land is located outside of the Significant Landscape Overlay (Great Ocean Road Landscape Area). As such, the proposal is not subject to Clause 43.03 Significant Landscape Overlay. However, an equivalent assessment has been undertaken in response to MPS and PPF, which requires that planning ensures development does not impact on the significance of the Great Ocean Road Landscape area.

Matters considered as part of an assessment of the developments impact on the Great Ocean Road Landscape area are contained in the tables below (overleaf).
The following planning permit application requirements contained at Schedule 3 to the Significant Landscape Overlay have been considered as part of this assessment (see table overleaf).

<table>
<thead>
<tr>
<th>Application Requirement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>A site analysis including site context plan and design response.</td>
<td>Requirement met.</td>
</tr>
</tbody>
</table>

This report and the attached Architectural Drawings (see Appendix B) provides a written and visual context for the site and the design response put forward.

The plans illustrate the scale of development proposed and demonstrates that the proposed scale is well balanced with the site context and surrounds. In summary:

**Siting**

- The land area (6 hectares) enables the built form layout to appear physically and visually separated and allows built form to be setback from publicly viewable aspects to the site.
- The reception building and activity buildings (the largest structures) are located in the central and eastern segments of the site and are located as far as practicable away from viewable aspects to the site to reduce their overall visual impact.
<table>
<thead>
<tr>
<th>Application Requirement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Design</strong></td>
<td></td>
</tr>
<tr>
<td>- The architectural style adopted is low-scale, contemporary, with an understated high-quality component to interior and exterior finishes.</td>
<td></td>
</tr>
<tr>
<td>- The extremely low-scale nature of the ‘tiny homes’ units further reduces the overall visual impact of development.</td>
<td></td>
</tr>
<tr>
<td>- The architectural design response draws from the natural landscape through its use of dark, muted tones and mix of natural finishes in contemporary materials.</td>
<td></td>
</tr>
<tr>
<td><strong>Landscaping</strong></td>
<td></td>
</tr>
<tr>
<td>- Patron facilities and landscaping on site seeks to create connections between patrons and the natural setting by immersing the site in native vegetation and providing opportunities to experience nature within the site (i.e. star-gazing deck, lookout areas and meandering paths).</td>
<td></td>
</tr>
<tr>
<td>- Landscaping has been used to carefully curate view corridors and sight lines through the development toward the Curdies Inlet environs, Peterborough, the Great Ocean Road and Southern Ocean.</td>
<td></td>
</tr>
<tr>
<td>- The approach to landscaping seeks to merge building forms and hard surfaces with the surrounding landscape.</td>
<td></td>
</tr>
<tr>
<td>Application Requirement</td>
<td>Response</td>
</tr>
<tr>
<td>--------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>(continued)</td>
<td></td>
</tr>
</tbody>
</table>

- Low ground cover has been selected around all buildings, decks, footpaths and internal roads, with medium-sized shrubs and small trees spaced naturally between buildings and along the perimeter of the site to reduce the visual impact of built form.

A landscape plan demonstrating how any buildings and works minimise impacts on the surrounding landscape by screening and blending into the natural environment and utilising appropriate species, and demonstrating how the affected area will be remediated after development.

**Requirement met.**

This report and the attached Architectural Drawings (see **Appendix B**) details the landscape response to the subject site, which considers the site’s character on the confluence of a heavily modified pastoral landscape (to the north and south) and the relatively untouched river system (west) and damp heath and dunal scrub (to the south and east).
The following decision guidelines contained at Schedule 3 to the Significant Landscape Overlay have been considered as part of this assessment (see table overleaf).

<table>
<thead>
<tr>
<th>Guideline</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Siting and Design</strong></td>
<td>The proposed site has been strategically selected for the proposal as it:</td>
</tr>
<tr>
<td>Whether new buildings are sited</td>
<td>- is located beyond most viewable aspects to the Great Ocean Road form surrounding land;</td>
</tr>
<tr>
<td>to avoid visually prominent</td>
<td>- has sufficient depth to setback buildings to minimise the impact of built form from viewable western aspects from the Great Ocean Road;</td>
</tr>
<tr>
<td>locations, particularly:</td>
<td>- is screened by existing vegetation cover and elevations from southern, northern and eastern aspects from the Great Ocean Road and adjoining properties.</td>
</tr>
<tr>
<td>- Ridgelines;</td>
<td>As such, new buildings have been sited to avoid any visually prominent locations and to reduce the impact of built form where viewable from western aspects.</td>
</tr>
<tr>
<td>Guideline</td>
<td>Assessment</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Whether new buildings are designed to respond to the characteristics of</td>
<td>The proposed buildings incorporate natural colours and finishes and high-quality materials which are inspired by the subject site’s surrounds.</td>
</tr>
<tr>
<td>the site and locality, demonstrating a high standard of contemporary</td>
<td>The proposal utilises a mix of high-quality contemporary and traditional materials including non-reflective light coloured corrugated Colorbond roof sheets, composite vertically grooved shiplap cladding in natural finishes, barestone FC cladding with expressed horizontal joints, powdercoat aluminium window frames in charcoal/black, solid timber matching door panels and decking and finishes in natural muted tones. See Appendix B for a copy of the elevation plans and colour and materials palette which illustrate these details.</td>
</tr>
<tr>
<td>expression and finish.</td>
<td></td>
</tr>
<tr>
<td>Whether buildings are designed to:</td>
<td>All proposed buildings will be suitably screened from the public realm via existing ground cover, proposed native vegetation cover and adjoining native vegetation and shelterbelts.</td>
</tr>
<tr>
<td>- Avoid visually prominent wall and roof forms;</td>
<td>The height, scale and massing of buildings is appropriate for the typography of the site, which consists of gently sloping land from the eastern (rear) section to the western (front) section of the site. All proposed building forms are of modest scale and are sited to blend into the landscape among proposed medium shrubs and grasses. The built form will be further reduced by siting buildings on the eastern and middle section of the site, which will ensure built form remains a recessive element in the landscape. See Appendix B for details on siting and elevations.</td>
</tr>
<tr>
<td>- Be articulated into separate elements;</td>
<td></td>
</tr>
<tr>
<td>- On sloping sites, follow the natural contours or step down the site;</td>
<td></td>
</tr>
<tr>
<td>- Incorporate materials, colours and finishes designed to blend with</td>
<td></td>
</tr>
<tr>
<td>the surrounding landscape.</td>
<td></td>
</tr>
<tr>
<td>Guideline</td>
<td>Assessment</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Whether buildings and works are set back from the Great Ocean Road a</td>
<td>Proposed buildings on the subject site are proposed to be set back a minimum of 100 metres from the western property boundary and 350 metres from the Great Ocean Road. These distances will minimise the scale of the built form from any public aspect to the site and from private aspects from existing dwellings. The closest viewable aspect of the subject site from the Great Ocean Road is located 900 metres away, on the eastern side of the Curdies River bridge.</td>
</tr>
<tr>
<td>sufficient distance to protect the visual and environmental significant of the landscape.</td>
<td></td>
</tr>
<tr>
<td>Whether the proposed development is designed to minimise the need for earthworks on the site.</td>
<td>The proposed development footprint has been spread over the site to achieve a suitable design response which minimises the scale and height from publicly viewable aspects along the Great Ocean Road. No earthworks proposed will exceed a depth or height of one metre.</td>
</tr>
<tr>
<td>Whether any proposed car parking areas are designed to:</td>
<td>All proposed car parking areas will be sufficiently setback from the Great Ocean Road behind existing round cover and vegetation. Internal roads and parking areas will be constructed from red gravel and crushed limestone and will mimic existing materials found on farms and rural properties and will landscaped with small and medium-sized native shrubs common to the Damp Heath Scrub Coastal Dune Scrub Ecological Vegetation Class. See Appendix B for details on species selection and location.</td>
</tr>
<tr>
<td>- Minimise visibility from the Great Ocean Road;</td>
<td></td>
</tr>
<tr>
<td>- Avoid large expanses of impervious surfaces;</td>
<td></td>
</tr>
<tr>
<td>- Incorporate landscaping suited to the character of the site.</td>
<td></td>
</tr>
</tbody>
</table>
Guideline | Assessment
--- | ---
**Settlement**
Where located near Port Campbell or Peterborough, whether the proposal contributes to the creation of a definite visual edge to the settlement.
The proposal is located approximately 1 kilometre east from the eastern Peterborough town boundary and is separated by the Curdies Inlet environs and Port Campbell National Park.
The eastern edge to the Peterborough township is formed by the Curdies Inlet environs, while the southern and western edge is defined by the Port Campbell National Park.
The proposal does not impact on the legibility of the Peterborough township boundary due to its proximity to the township and the dominant nature of its natural setting.
The approach to siting and landscaping will further ensure that the built form is a recessive element in the landscape.

**Infrastructure and Signage**
Whether infrastructure such as powerlines and utility services is located underground wherever possible.
The site is proposed to be connected to reticulated water, sewer and power supply.
Proposed above ground utility structures (such as stormwater tanks, potable water supply tanks and sewer pump station) will be suitably landscaped out of view from the public realm i.e. the Great Ocean Road.
Whether infrastructure is sited to minimise visibility from the coastline and the Great Ocean Road.
<table>
<thead>
<tr>
<th>Guideline</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whether advertising signs are designed and sited to:</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>- Minimise impacts on landscapes and views;</td>
<td>No advertising signs are proposed as part of this application.</td>
</tr>
<tr>
<td>- Integrate with the design of buildings on the site;</td>
<td></td>
</tr>
<tr>
<td>- Utilise colours and forms that do not detract from the landscape</td>
<td></td>
</tr>
<tr>
<td>character of the locality;</td>
<td></td>
</tr>
<tr>
<td>- Avoid visual clutter.</td>
<td></td>
</tr>
</tbody>
</table>

**Vegetation**

Whether the proposal retains existing indigenous trees and understorey and provides for the planting of new indigenous vegetation wherever possible.

The subject site proposed for group accommodation does not contain any native vegetation and will not require the removal of any existing native vegetation. Vegetated areas where exempt works are required to connect the site to underground utilities will remain largely undisturbed.

The proposal will enhance the existing biodiversity value of the site through a comprehensive regime of native vegetation plantings, comprising:

- *Banksia marginata* (Silver Banksia).
- *Allocasuarina verticillata* (Drooping Sheoak).
- *Poa poiformis* (Coast Tussock-grass).

See Appendix B for details on the type and location of proposed native vegetation plantings.
<table>
<thead>
<tr>
<th>Guideline</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(continued)</td>
<td>The study area for the proposed sewer main extension has been assessed as part of the Flora Survey at Appendix F.</td>
</tr>
<tr>
<td></td>
<td>The Flora Survey finds that the proposal will not affect any significant ecological communities. A proposed offset for approximately 0.10 hectares of native vegetation to be removed (i.e. pruned and lopped) has been put forward as part of this application, together with proposed management and minimisation measures to further reduce the impact caused through any disturbance to native vegetation areas.</td>
</tr>
<tr>
<td>Whether any trees lost due to development are proposed to be replaced with indigenous trees that will grow to a similar size.</td>
<td>No native trees are proposed to be removed or destroyed as part of this application.</td>
</tr>
<tr>
<td></td>
<td>A number of cypress and exotic trees are proposed to be removed. The proposed regime of native vegetation plantings will vastly enhance the biodiversity value of the site from its current state.</td>
</tr>
<tr>
<td></td>
<td>No trees are proposed to be removed as a result of works carried out to extend sewer mains to the subject site.</td>
</tr>
<tr>
<td>Where commercial timber plantations are proposed adjacent to the Great Ocean Road, whether the plantation is screened with a minimum 20m wide indigenous or native vegetation buffer, including understorey.</td>
<td>Not applicable.</td>
</tr>
<tr>
<td></td>
<td>No timber plantation is proposed as part of this application.</td>
</tr>
</tbody>
</table>
4.6 Particular provisions

The particular provisions are specific prerequisites or planning provisions for a range of particular uses and development and apply consistently across the State. The following particular provisions apply to the proposal (see overleaf):

Clause 52.06 - Car parking

Clause 52.06-5 specifies the rate of car parking required for particular land uses. A parking rate is not specified for ‘group accommodation’. In these cases, proposed car parking spaces are to be provided to the satisfaction of the responsible authority. For the purposes of this assessment, the parking rate for ‘motel’ has been utilised as a model of ‘best fit’. On this basis, the proposal requires the following car parking requirements (overleaf).

<table>
<thead>
<tr>
<th>Use</th>
<th>Site / floor area</th>
<th>Car parking measurement</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motel</td>
<td>n/a</td>
<td>1 space per accommodation unit, plus one to each manager dwelling, plus 50% of the relevant requirement for ancillary uses.</td>
<td>30 spaces</td>
</tr>
</tbody>
</table>

A total of 37 car parking spaces are proposed to be provided onsite. Car parking areas are proposed to be located nearby each accommodation building as well as seven spaces located near the reception building for short-term parking.

The report prepared by ESR Transport Planning (see Appendix D) estimates that the commercial accommodation facilities will generate between 12 to 22 vehicle movements per hour (at peak) and between 120 to 153 daily vehicle movements (at peak).

Please see Appendix D for further justification of car parking demand and other traffic matters.

See Appendix B for details on the design and location of car parking areas and vehicle accessways.
Clause 52.17 - Native Vegetation

The proposal requires assessment under Clause 52.17 Native Vegetation, whereby a permit is required to remove, destroy or lop native vegetation, including dead vegetation.

The application includes the removal (ie. lopping and pruning) of 0.10 hectares of native vegetation that achieve a biodiversity score of approximately 0.8. The proposal seeks to offset the removed vegetation through an over-the-counter (OTC) offsets scheme, which would equate to a biodiversity score of 0.8.

See Appendix F (Flora Survey) for further details on the proposed offset strategy and assessments in support of the proposed native vegetation removal.

In light of the above, the proposal is considered to have appropriately addressed Clause 52.17.

Clause 52.34 - Bicycle Facilities

Clause 52.34 sets out bicycle requirements for new land uses including bicycle parking requirements for both employees and visitors, as well as shower and change room facilities. A bicycle facility rate is not specified for ‘group accommodation’. However, a bicycle facility regime is proposed in anticipation of public tourism infrastructure upgrades to trails and paths which are intended to encourage pedestrian activity along the coastal section of the Great Ocean Road between tourism precincts. This regime is over and above any rate of bicycle facility provision listed in Clause 52.34 and comprises one bicycle facility per commercial accommodation room for a total of 30 bicycle facilities. Bicycle facilities and signage are proposed to be located at each commercial accommodation building for user convenience.

Clause 53.02 - Bushfire Planning

While the subject site is not subject to Clause 44.06 Bushfire Management Overlay (BMO) or Clause 53.02 Bushfire Planning, the proposal has considered bushfire risks in its design and operation and is committed to ensuring that any fire risk is managed down to an appropriate level.

Appendix E contains a bushfire attack level statement which illustrates the bushfire hazard within the locality of the subject site and provides a summary of bushfire measures to be undertaken during the operation of the site.

The assessment finds that the surrounding landscape is not considered to be a landscape where extreme bushfire behaviour is likely. There is little vegetation in proximity to the site.
(except pasture, managed vegetation and low threat vegetation\(^2\)). The type and extent of vegetation is unlikely to result in neighbourhood-scale destruction of property.

There is sufficient area within the lot to ensure that the proposed accommodation buildings can be sited outside the area affected by the Bushfire Management Overlay. In any case, the following design parameters have been applied to the site and proposed buildings:

- A minimum of 75 metres defendable space for classified Shrubland in accordance with Table 3 under Clause 53.02-5;
- A minimum of 35 metres defendable space for classified Grassland in accordance with Table 6 under Clause 53.02-5;
- The proposed group accommodation buildings are to be appropriately sited on a cleared and highly managed site away from the bushfire threat, and constructed to BAL 12.5;
- A total of 40,000 litres of static water supply will be provided onsite in an easily accessible location for fire-fighting use.
- The vehicle access track will be upgraded to provide for emergency vehicle access in compliance with CFA requirements.

On balance, the proposal is considered to:

- mitigate any bushfire risk to visitors, patrons and staff; and
- appropriately manages down the risk of bush and grass fire to an acceptable level.

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\(^2\) AS3959:2009 defines low threat vegetation as including 'vegetation of any type that is more than 100 metres from the site'.
5 Conclusion

The assessment undertaken in this report has demonstrated that the proposal complies with the Corangamite Planning Scheme. It has found:

- The proposal will support local employment and contributes to the shared State, Regional and Local vision of making the Great Ocean Road a competitive tourism region.

- The proposed design and siting of accommodation buildings, ancillary uses and associated infrastructure is responsive to the significant landscape values of the Great Ocean Road landscape area and will be constructed from high quality materials with colours and textures complementary to the surrounding rural landscape character.

- The proposal is appropriately scaled and setback from surrounding agricultural properties and dwellings to mitigate any impacts arising from agricultural or accommodation uses and will not create interface issues with direct neighbours or surrounding agricultural land.

- No net loss to biodiversity will result from the proposed sewer main extension by offsetting any native vegetation removal arising from the proposed sewer main extension.

- Proposed infrastructure to cater for vehicle access, car parking and bicycle facilities is appropriate for the proposal and local setting and caters specifically for the type and intensity of traffic generated to the site via the Great Ocean Road and will not impact on the efficiency of the surrounding road network.

- There is sufficient area to treat and retain stormwater onsite and underground services for proposed sewer, potable water, electricity and telecommunications infrastructure.

- The proposal accords with requirements for bushfire services and access provisions specified in the planning scheme for accommodation.

The proposal is therefore commended to Council and, on behalf of our client, we look forward to working with Council toward a positive outcome for the application.

Dan Pech
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