



7 November, 2016

Mr Greg Hayes,
Manager, Planning & Building Services
Corangamite Shire Council
181 Manifold Street,
Camperdown. Vic. 3260.

By Email: planning@corangamite.vic.gov.au

Dear Sir,

Re: **Permit Applicant: Montarosa Pty Ltd**
Application Reference #: PP2016/126
Property: 79 Old Coach Road, Princetown.

I write in reference to the subject planning permit application and your letter to us dated 14 October, 2016.

Having reviewed the plans available on Saturday 22nd October, 2016 at the Princetown Tavern during the 1st “community drop in session”, I advise of my objection to the proposal on the following grounds.

1. Insufficient availability of car parking within the title boundaries

Ref: Corangamite Planning Scheme Clause 52.06

The proposed development promotes a Residential Hotel accommodating up to 40 persons, Group Accommodation for 46 persons, a restaurant with seating capacity of 300 persons and a pleasure boat and activity facility which could see as many as 100 persons in attendance at any one time.

This suggests that at any time a maximum of 596 persons could be on site with only 283 proposed car spaces available within the title boundary. My observation of tourist activity suggests most vehicles carry one or two persons only making the formula calculation incorrect.

Accordingly, the GHD report at Table 5 – Estimated on site car parking requirements is totally insufficient and unsatisfactory.

2. Traffic congestion

Ref: Corangamite Planning Scheme Clause 52.06

The traffic generated by the proposed development must be safely and conveniently accommodated by the existing road networks. The proposal suggests that by adding

two-way access points off Old Coach Road, one on either side of the Princetown Recreation Reserve to service the development will be sufficient. Currently, the gravel road providing access to the site is completely insufficient as is the minimal addition of two way access points to allow up to 696 vehicle movements per day.

3. Old Coach Road (and bridge) capacity to take vehicles

Ref: Corangamite Planning Scheme Clause 52.29

The Old Coach Road bridge has a sign posted load weight limit of 15 tonnes, is a single lane 3.5m wide carriageway and allows for the safe one way passage of regular vehicles and small articulated vehicles and pedestrians.

(a). A fully loaded fire truck which is approximately 3.02m wide and 7.7m long such as that operated by the CFA Princetown weighs in excess of 14 tonnes fully loaded and requires a 4.5 m road clearance horizontally and 4 m vertically for clear access. Additionally a road at least 7.3 m wide should be allowed for parking on both sides of the road and still enable access by a fire truck. These dimensions and requirements mean a fully loaded CFA fire truck cannot pass over the bridge safely.

Source: CFA Rural Subdivision Guidelines.

(b). Concrete agitators will be required to deliver concrete for footings, construction and paths and roads. A mini agitator has a loaded capacity of 15 tonnes, a 6 wheeler – 23 tonnes and an 8 wheeler – 28.5 tonnes.

The construction cycle using a mini agitator will mean at least a threefold increase in small articulated vehicle movements during the construction period.

(c). All these vehicle movements restrict and severely limit pedestrian usage to a point where a second and wider bridge should be installed by the developer to accommodate the increase patronage and safe access / egress of emergency service vehicles and personnel.

4. Visual bulk of the buildings

Ref: Corangamite Planning Scheme Clause 52

The proposed buildings are essentially bulky and will substantially impact on the visual outlook of neighbours and dominate what is currently, public and private open space.

The design response of the GHD report does not address the loss of amenity or the visual pollution created by the development. The whole development will be highly visible from the Great Ocean Road from Gellibrand Lower through to the Princetown township.

5. Loss of vegetation, Flora and Fauna

Ref: The Flora and Fauna Guarantee Act 1988

Planning and Environment Act 1987
Wildlife Act 1975

The proposed development promotes its intention to remove existing and native vegetation to the detriment of rare fauna none the least of which are the Eastern Great Egret (observed on site by GHD during an inspection) and the Orange-bellied parrot (observation by Mr John Carney of Jan Juc in August, 2016 in Princetown). The GHD report gives scant regard to both species of birds that are listed as endangered and critically endangered respectively by Birdlife Australia.

The proposed development should include additional habitat adjacent or near to areas thought to be utilised by the egrets and parrots to allow for expansion of the population and protect apparently suitable habitat adjacent or near to areas utilised by the egrets and parrots within and around the title boundaries. Other wildlife will benefit from habitat protection, disturbance restriction and pest animal control.

Please consider the points raised in this letter that should form part of Councils absolute rejection of the proposal in its current form.

Yours Faithfully,

