


High Street Median Strips:

Trees	Gaps to be filled. Trees suggested by MESH are shockers. This is a street of big trees not suburban garden trees.	Families could be asked to sponsor a tree to get it established.
Grass	Mostly weeds	
Drains	Some people dislike their size but it stops idiots driving straight onto the highway	The readings taken for the flood overlay could help to address drainage problems, if it ever rains again.
	Have a coherent policy on bollards and tree protection	

Napier Street:

	From Dundas to Newman street poor road surface and drainage will be interesting.	
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Mercer Street:

Lovely wide street in good repair	Except for junction with West Street, just gravel.	
	Needs speed signs, bit of a racetrack with no cross roads.	

East Street:

MESH called East St north (Cambridge St) oops	Gravel - used for river standpipe	Replace bollards for Market parking control
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Dundas Street:

Speed signs	40 or 50	Bit of a racetrack to Kinder and Railway Crossing

Newman Street: mostly north

	Half dead trees	
	Gutter at High Street - trailers from Rural Supplies and riverstandpipe all gouge ruts in asphalt.	
	School pick-up cars use both sides near churches. Up to 25 cars. This area is designated 50kph.	
	It is an informal parking area for the river walks.	

Railway Street:

	Clean up arboretum	
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24/3/2019

Feedback on Inverleigh Streetscape Plan from [REDACTED]

To Golden Plains Shire Councillors and Officers,

Thank you for taking the time to collect and consider the community's ideas for the streetscape plan. I have loved living in Inverleigh for the past 39 years and have run a business here in the recent past. I have put a lot of thought into the nature and future of Inverleigh and submit the following feedback under the headings of 'I Do Want' and 'I Don't Want'.

I Do Want

Theme – rural and village with a heritage feel. This can be achieved by having grass and mature trees, with the bridge leading to the open spaces of the parks each side of the highway echoed in the avenue of established trees. The green corridor is flanked with smaller street trees along the service roads and variety and interest from resident gardens. Connectedness and a village feel come from creating a pedestrian friendly place where there is lots of shade in summer, several spots with seating, and enough lighting for safe walking at night.

The rural heritage village theme is already developed by the stone walls as entrance features to the town, the shelter in Lawson Park, which references the blacksmith's forge from early days, and the early settler look of the toilet and information shelter on the south of the highway. The bluestone old hotel and new hotel each side of the highway, the old churches and Mechanics Institute buildings along the way, and businesses utilising old buildings or creating old style facades all enhance the theme.

Materials to be natural or natural look in neutral or heritage colours.

Drainage and Parking

- Maintain what we have now and check that it works effectively – if it doesn't, address problem areas.
- Create more parking areas for the parks
- Solve the pothole problems and drainage issues for existing parking
- Encourage businesses to provide some on-site parking.

Trees

- Maintain the large trees in the median strips
- Succession planting of suitable majestic trees, using a mix of native and non-native trees.
- Plant more smaller shade trees along the nature strips. Plant a mix of trees with some giving seasonal interest. Involve home owners in tree selection and position.
- Large trees to be planted beside the truck parking bay to provide shade for tables and bench seats in that area.
- Protect trees with bollards in as minimal a way as possible

Safe Crossing over the Highway

- To the shop – keep it where it is but could there be some railing painted white to show up the area more clearly on each side of the road or could there be a sign indicating that people cross there.
- From Lawsons Park to the toilets – sign indicating that people cross there
- Lower speed from the bridge to Dundas St.
- Make the school crossing safer for all users and keep it maintained neatly.

Traffic Movement

- Indications for lanes for turning right to be painted on the road only
- Ability to turn right from the highway at the eastern end of the shop, as at present
- Service road to continue past High 8 to East street, enabling traffic to access the park and to travel along Cambridge street without entering the highway.
- Truck parking to remain in current places and to be as large as is feasible while retaining visibility for pedestrians and motorists.
- One way in front of the school during school times only
- Bike path in Cambridge St separated from the road.
- Remove the diosmas and beds at Dundas street corner to improve visibility.
- Use trees, tables, benches and bollards to prevent vehicles driving over the median strips from service roads to the Highway

Lighting and footpaths

- Sufficient lighting to feel safe walking in the town at night – Highway and other streets.
- Create more regular sized footpaths throughout the town to enhance pedestrian use and safety for children.

Maintenance

- Regular and to be budgeted for, to keep the town looking neat and tidy.

Seating

- Occasional seating along the length of the median strips under the big trees for locals, travellers and people with disabilities who want to walk but need to take some rests.
- Seats to be wooden or of wood look sustainable materials with old style effect - not plastic or modern look. Materials to stay cool.
- More seats and tables in the Lawson's Park under the trees.

Sculptures

- Representing heritage, environmental or rural themes
- Near the gazebo and crossing areas

Gazebo

- Maintain the gazebo and the bricks with names on them.
- Enhance the surrounds with more seating and sculptures

Don't Want

- Kerbing around median strips
- Kerbing around individual trees
- Traffic Islands
- Small garden beds or swale drains
- Bike paths in the median strips near the big trees
- Hotch potch of materials and garish colours
- Lots of concrete
- Restriction of movement around the town for pedestrians or motorists

26/03/2019

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DOCUMENT (Inbound) Summary: [Redacted] Response to Inverleigh Streetscape draft Information: Masterplan Comments/Notes:	DETAILS Status: In-Progress Deadline: 31/05/2019 Priority: Medium Received: 24/03/2019 07:53:17 PM Type: Email Ref: IN19/173E3327 On Hold: No
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RELATED DOCUMENTS

PEOPLE (7)

Owner: [Redacted]
 Manager: [Redacted]
 Reader: [Redacted]

CONTACTS (0)

Name	Company	Email	Phone
No records found.			

FOLDER (2)

Number	Part	Name	Organisat	Unit
60-06-039	1	TECHNICAL OPERATIONS\PLANN Inverleigh Streetscape Masterp...	Golden Plains Shire Council	Tec Op
90-07-013	2	COMMUNITY SERVICES\RECREAT Progress Associatio...	Golden Plains Shire Council	Con Ser

WORKFLOW

No records found.

CONTENT

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From: [Redacted]
Date: Sun Mar 24 07:53:17 PM AEDT 2019
To: Enquiries<Enquiries@gplains.vic.gov.au>
CC:
BCC:
Subject: Response to Inverleigh Streetscape Masterplan

Dear Mr Anders
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 I believe that a good proportion of Inverleigh residents are of similar mind.
 Thank you for reading this.

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2. Continue to allow westward bound traffic to enter the eastern entrance to the Store/Post Office area. Retain 45 degree angle parking for these vehicles.
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4. No concrete kerbing on either side of the median strips.
5. Carefully planned succession planting of trees along median strips, preferably with a good mix of attractive natives and deciduous species.

<https://banbcp01.v.gplains.vic.gov.au:8443/altusecm/secure/print/doc.isf?rcid=f76319cd-8532-47ba-b698-6c121ec4a4c2>

172

26/03/2019

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- 6. Abandon proposed small gardens intruding into the service roads unless on-going maintenance is guaranteed.
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<http://www.mailguard.com.au/>

DRYBROOK

[Redacted]

to be put a
referred to
G.A.

INVERLEIGH PROGRESS ASSOCIATION
PO BOX 247, INVERLEIGH VIC 3321

19 March 2019

Chief Executive Officer
Golden Plains Shire
2 Pope Street
BANNOCKBURN VIC 3331

CONFIDENTIAL

Dear [Redacted]

Draft Inverleigh Structure Plan Consultation

I am writing to you to invite the Council to further engage with the Inverleigh Community about the final version of the Draft Inverleigh Structure Plan before it is tabled before Council for consideration and potentially approval.

On 21 February 2019 Council's Planning Department advised that the Final Version of the Structure Plan will be tabled at either the March or April 2019 Council Meeting for formal adoption and *without* any further consultation with the Inverleigh Community.

For this reason, further engagement on the Structure Plan was specifically requested at the very well attended Council Streetscape Engagement meeting at Inverleigh on 25 February 2019. The Independent Facilitator urged Council to consider this request seriously.

Previous engagements on earlier drafts of the evolving Structure Plan took place in early 2017 and June 2018. Community responses to both versions are on the Council's webpage and set out the Community's strong sentiments about the future of Inverleigh.

Consistently, Council's webpage post on the Structure Plan on 1 August 2018 promised that:

"The Structure Plan will be reviewed by Council in the next few months before we present the finalised plan to the Inverleigh community later in the year."

The finalised Structure Plan has not been presented to the Inverleigh Community and apparently now will not be. Are you able to explain why this approach has now been taken by Council?

There have been many critical developments regarding the Inverleigh Flood Study and Overlay and the ongoing evolving Streetscape Master Plan since the previous version of the Draft Structure Plan was rolled out to the Inverleigh Community. There are now many questions and concerns in our community about how all of this will be incorporated together in the Final Structure Plan and how the Final Plan will affect the Community down the track. Engagement will hopefully answer many of these questions and allay Community concerns amicably and preferably out of the media spotlight.

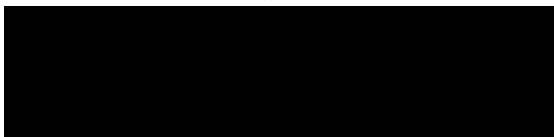
Further community consultation and engagement about the latest version of the Structure Plan is imperative for both Inverleigh residents and Council. The Structure Plan will guide Council decision making, planning considerations and budgeting for Inverleigh for the next decade. Engagement is also consistent with Council's revised Community Engagement Strategy and its published 1 August 2018 promise.

The IPA is willing and able to work with you and Council's Community Engagement Team to organise a meeting with Community leaders and interested residents in the near future, to ensure that there is a transparent understanding of the latest version of the Structure Plan, and to enable feedback to be given to Council Officers for consideration before the Plan is finalised and put to Council for adoption.

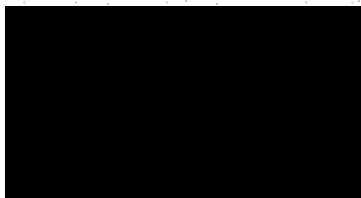
The IPA remains committed to keeping good communication lines open with you, Councillors and appropriate senior Council staff involved in the Structure Plan and Streetscape engagement processes.

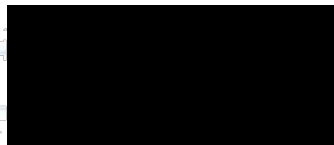
I look forward to hearing from you.

Yours sincerely



CC: CEO C/
Cr David Evans
Cr Joanne Gilbert
Cr Des Phelan
Cr Nathan Hansford
Cr Les Rowe
Cr Helena Kirby
Cr Owen Sharkey





13.3.19

To whom it may concern

My husband and I both feel that option # 2 is not a viable option for our town. We would like to see something else but put together by the majority of our town. Something that is not going to make drastic changes.

Yours Sincerely



Golden Plains Shire Council Buckley
13 MAR 2019
Council Manager Kendrick

19/02/2019

altusECM

DOCUMENT (Inbound)

Summary [Redacted] Email to express my opinion of the proposed redevelopment as a former resident, former councillor and still frequent user of this infrastructure.

Information

Comments/Notes

DETAILS

Status New **Deadline** 05/03/2019
Priority Medium-Received **Received** 19/02/2019 08:47:20 AM
Type Email **Ref** IN19/5BB4986F
On Hold No

RELATED DOCUMENTS

PEOPLE (4)

Owner [Redacted]
Manager [Redacted]
Reader [Redacted]

CONTACTS (0)

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Date: Tue Feb 19 08:47:20 AM AEDT 2019
To: Enquiries<Enquiries@gplains.vic.gov.au>; [Redacted]
CC: [Redacted]
BCC: [Redacted]
Subject: Inverleigh

I write to express my opinion of the proposed redevelopment as a former resident, former councillor and still frequent user of this infrastructure.

1. Inverleigh is a charming country town with tractors, trucks, kids on bikes, young and old using the main street.
2. Inverleigh with its wide street and excellent parking space for working truck drivers is a wonderful spot for them to stop, revive with good food from the local eateries and rest for a time before moving on their journey.
3. Golden Plains is a rural municipality and many of our local farmers and contractors and those from further West really value the ability to stop in Inverleigh, grab a bite to eat and get on with their busy day – most other urban areas along the Hamilton Highway are not truck friendly.
4. Whilst the population of Inverleigh has grown the actual township area is very much constrained due to previous flooding.
5. Care should be taken to ensure that no major changes are made to the street scape as this may well have impacts in the next big flood.
6. The current street scape works well with good vision for those accessing the highway from the side roads and service roads [some minor pruning of bushes near the store could be helpful].

<https://banbcp01.v.gplains.vic.gov.au:8443/altusecm/secure/print/doc.jsf?recid=d59c1c00-0b0a-4291-a4a4-576fd0396bc>

1/2

19/02/2019

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7. Part of Inverleigh's charm is actually the lovely wide open streetscape, the flowering trees planted over thirty years ago and the ability to actually see the churches, pub and other older buildings that make the town.

8. I have never had a problem with the two way service roads or the parking [because they are wide enough to cope] and the open nature of the street scape allows save access to the Highway.

9. Rather than spend unnecessary dollars revamping the main street why not seal the road to the water pump on the river and other gravel roads around the town this would enhance the liveability for residents, reduce dust and be a far better use of scarce council funds.

Regards

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<http://www.mailguard.com.au/>

PRINTED COPY

26/03/2019 altuseCM

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[Redacted] (39 year resident of Inverleigh)

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11/02/2019

altusecm

From: [redacted]
Sent: Sunday, 10 February 2019 2:57 PM
To: [redacted]
Subject: Fwd: Inverleigh Streetscape Plan

Sent from iPhone please excuse brevity.

Mayor
Golden Plains Shire Council

W: goldenplains.vic.gov.au


 GoldenPlainsShire
  @GPSCouncilNews
@Golden_Plains

Begin forwarded message:

From: [redacted]
Date: 10 February 2019 at 2:49:26 pm AEDT
To: [redacted]

Subject: Inverleigh Streetscape Plan

Inverleigh Master Plan: Comments on Stormwater Drainage and Floods

I wish to put into writing some concerns that I have regarding the Master Plan for street works in Inverleigh. I am a resident in [redacted] Inverleigh.

The proposed site of the swale drain on the south side of the highway would achieve absolutely nothing as the water from that side is actually piped under the median strip into the table drain before going directly under the highway.

I fear that with the demonstrated lack of ongoing maintenance by the council in various areas, the proposed swale drain on the north side of the highway will silt up, fill with litter and slow water to such an extent it would cause problems on the highway and the service roads. Water could come into our block and possibly cause damage to our [redacted] house that sits a little above ground level. I had observed walking along the footpath through the flood waters in 1978 that our block is the lowest in the street.

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2/5

11/02/2019

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Whilst I don't have an education in water management nor do I have a computer modelling program that gives me the predicted flow patterns of the rivers and stormwaters, I have spoken to older residents (some now deceased) as to the water flows through the town. I have photos dating back to the 1951 floods and I have been observing the rivers, their flows and the storm water drainage west of Dundas Street since arriving here [REDACTED] years ago. The rivers are not my main concern. The proposed installation of the swale drain in front of our house is of more worry.

Present Drainage Scheme for the West of Dundas Street, Inverleigh

The storm water comes from the west end of town, from both sides of the highway and both the service roads, also some flows from West Street (south of service road) and Newman Street (both south of service road and from Cambridge Street in the north). All this flows towards the easement going through [REDACTED] also believe that some water is being direct from Napier and Mercer Streets west of Newman Street towards the Highway.

There is a table drain in [REDACTED] High Street and it is supposed to take all the water from the west of Dundas Street. My estimate is that there is at least two kilometres of storm water flowing into this drain towards the easement. Some houses also have their storm water from rooftops piped into the kerbing. Also the filtered run off from the Primary School's septic system flows down the north kerb.

Relevant Points:

Storm Water

- Last year the major culvert under the highway was replaced and enlarged to 1200mm x 30mm, this was rather a relief as the original pipes had broken and a rather noisy bump in the road surface had developed. The enlarged culvert under the highway flows into the existing culvert/easement with the smaller capacity of 380mm, with the south side of the highway having the added water from the north side the easement is unable to drain the water efficiently if there are heavy falls.
- The easement [REDACTED] was a table drain until about 1985 and then a culvert pipe installed.
- There are now approximately 15-20 trees planted within the 1800mm easement area – not sure if the root systems are cracking the pipes or blocking them.

Need for Ongoing Maintenance

- In the [REDACTED] years the culvert has been there I have seen it properly cleaned out three perhaps four times although the pit covers inside [REDACTED] block have never been taken off and pits cleaned.
- On one occasion the culvert under the north side of the highway was blocked. The water backed up so much the Highway was under water at the intersection of Newman Street ([REDACTED]). I rang the council to come and remove the blockage as it was becoming dangerous to traffic.

11/02/2019

altusECM

- All the water going through the easement pipes flows out into table drains on both sides of Cambridge Street. The outlet on the north side is rarely sprayed to keep the weeds down and is often has quite a lot of litter at the outlet. There was some cleaning and gradient works done last year when the table drains on the highway were fixed, but ongoing maintenance works in Cambridge Street are seriously lacking.
- On one occasion the pit behind [REDACTED] Cambridge Street was fully blocked and water backed up so much that the resident [REDACTED] was worried that water would impact onto his block. He removed the cover of the pit and the water level decreased in front of his place but came into the back of our block to a depth of about 30cms. It was unable to flow through to the table drains in Cambridge Street.
- The street sweeper comes once or twice a year. One occasion I observed that the south side of the highway only was swept. On occasions the maintenance man have cleared the pits for the kerbing and only done some on the south side (not the most important one in front [REDACTED]).
- Spraying of weeds either side of the highway and service road kerbing is rather haphazard as to when it is done and how often.
- Also last year the table drains on the highway, west of the culvert were cleaned and gradient improved only as far as the RSL (West Street) on the south side and only as far as Newman Street on the north.
- The culvert pipes under West Street on the north side of the highway are totally blocked (and have been for a while) the pipe at the school crossing on the north side is partially blocked as are the ones under West Street and Newman Street, south side of the highway.

Floods

- "No two floods are the same. The water came in the back door last time, this time it was the front," a deceased resident's words.
- Local knowledge is paramount in the 2011 scare with the Leigh River rising the Bannockburn SES deposited sand and sand bags at the hotel, this area has been under water 4 times in living memory. The Public Hall was the evacuation area in 1978.
- If the water reaches 8.5 meters at Shelford, Inverleigh is likely to be flooded.
- A soil levee bank was installed behind the tennis courts in 1979 to divert the river waters from crossing the tennis courts and coming down the service road and highway, as it did in November 1978. This appeared effective for some time but now after 40 years it has leveled out and water began to flow onto the tennis courts in January, 2011, about 30cms higher and it would have been into the service road kerbing.

Thank you for taking note of my feedback regarding my concerns for the drainage plan on the draft Inverleigh Streetscape Master Plan.

[REDACTED]
February 10th 2019

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<http://www.mailguard.com.au/t>

<https://banbcp01.v.gplains.vic.gov.au:8443/altusecm/secure/print/doc.jsf?recid=1f4b790d-e151-4b04-adca-50c1386d8e95>

4/5

24/3/2019

Feedback on Inverleigh Streetscape Plan from [REDACTED]
[REDACTED] Inverleigh, 3321 M; [REDACTED]

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Thank you for taking the time to collect and consider the community's ideas for the streetscape plan. I have loved living in Inverleigh for the past [REDACTED] years and have run a business here in the recent past. I have put a lot of thought into the nature and future of Inverleigh and submit the following feedback under the headings of 'I Do Want' and 'I Don't Want'

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- Kerbing around median strips
- Kerbing around individual trees
- Traffic Islands
- Small garden beds or swale drains
- Bike paths in the median strips near the big trees
- Hotch potch of materials and garish colours
- Lots of concrete
- Restriction of movement around the town for pedestrians or motorists

Golden Plains Shire
Hope Street,
Bannockburn 3331

22nd March, 2019

Inverleigh Streetscape Masterplan

Alternate submission to postcard and online monkey survey

██████████ Director Assets and Amenity

Dear ██████████

Not too sure where the council sit regarding the remaining option for the Inverleigh Streetscape Masterplan. A community meeting held last Thursday was very positive and you may have received a submission regarding same from the Inverleigh Progress Association.

What I am submitting is a response to option 2 in respect to the commercial area having speaking to businesses and general community.

Attached is a sketch of this area. Understandably, this sketch is not in proportion but it may give you an idea of what the community/businesses are in favour of. This submission solely concentrates on the service roads with the highway and truck parking area left untouched in its present form.

South service road:

4 metre footpath. Currently it appears the same in option 1 and 2. (5 metres)

Parallel parking with a width of 2.1m

Reduce two-way service road in width from 7.4m to 6.0m

Shorten length of angle parking bays from 5.3m to 4.3m

Angle parking bays to face in n/e direction.

Tree planting on footpath and not on road designated for parallel parking.

Bollards between truck parking bay and swail drain to prevent vehicles travelling over nature strip

Tables, chairs and further tree planting on nature strip between swail drain and angle parking.

Maximising parking on the south service road is extremely important to businesses as well as the residents who inhabit this area. A formal parking structure is well over due. By using both sides of the service road eastbound vehicular traffic can access the angle parking. Alternately, westbound traffic can access the parallel parking or the angle parking.

Pedestrian safety is not an issue. There is no data demonstrating an issue. Reducing the speed in the service road to 40km/h should quell the "concerns" of pedestrian safety. Furthermore, speed restricting devices such as "speed humps" are not necessary.

Naturally, the need to address the drainage on the north side of the service road is a priority.

North service road:

Retain the footpath width as is. Under both options they are the same and involved extending the width of the footpath/verge approximately 600mm - 700mm. This is an unnecessary expense considering the length of the service road.

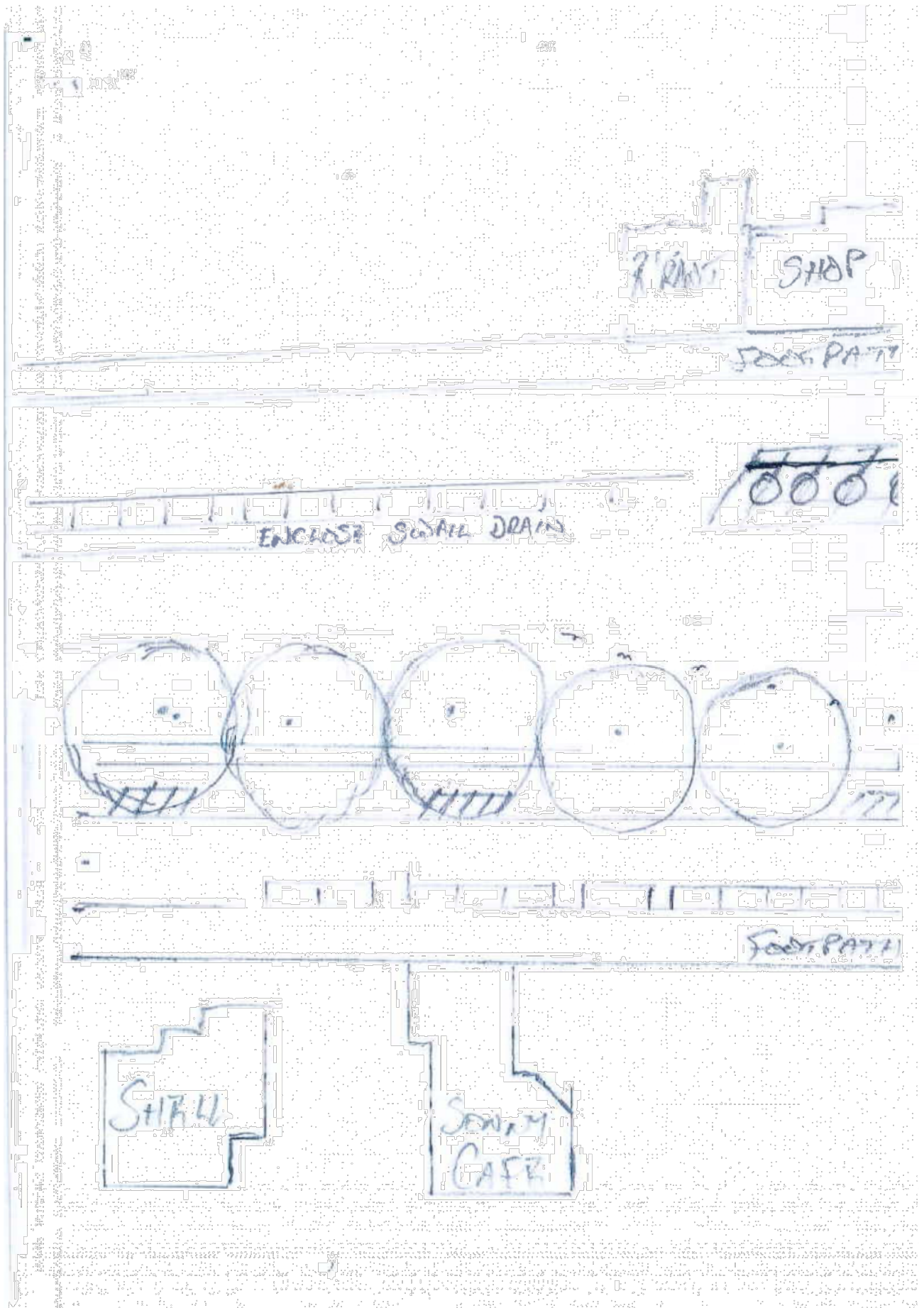
Covering over of swail drain. The northern side of highway in bereft of greenery. A grass verge separating service road and highway would provide a much needed facelift to an area that has been neglected for a long period of time.

The length of the individual angle parking bays is too long. The 5 bays can be shortened by a least 1 metre.

Removal of the shared footpath is a common theme - consideration for Cambridge to be sealed and used as an alternative solution.

Kind regards

████████████████████



Inverleigh Streetscape Plan X, Y or Z

<p>Cambridge Street: gravel road in 'old' township</p>	<p>Could provide bike and walking paths connecting bridge and Lawson's Park to school and river walking trails.</p>	<p>Used by water trailers from river standpipe and town standpipe; vehicles to and from Inverleigh Trading; one house frontage and seven back entrances.</p>
	<p>Should include levee bank from the Flood Masterplan recently passed by Council</p>	
<p>Federation Bridge walkway</p>	<p>It has a No Motorbikes sign. Needs a No Cars sign</p>	<p>Bollards allow car entry</p>
<p>Federation Bridge</p>		<p>Local residents do the maintenance in tightening wires but it requires rust inhibitor and paint. Replacement required 2025. Report on upkeep required now.</p>