




**High Street North:**


	<p>School Crossing - peeling paint and rotted timbers.</p> <p>Safety rail insufficient when drains filled after rain with toddlers with parents for pick-up</p> <p>Think the crossing flags are same ones I used as supervisor 34 years ago. Faded.</p>	<p>Four candy poles replaced in past 12 months. Everything else original for over 34 years at least.</p>
<p>Potholes all along gutter</p> <p>Deep ruts along median strip</p>		<p>I have taken photos but I am sure officers can find them.</p>
	<p>Three large trip hazards east of Post Office</p>	<p>Reported to shire. No action</p>
<p>Potholes at Post Office</p>		
<p>Street sign at High &amp; Newman</p>	<p>Should have a caution sign.</p>	

	<p>Why did the road painters recently impose this no standing sign, near the post office where parking is at a premium?</p>	
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**High Street South:**

#23	<p>Gum tree shoots need trimming for safety</p>	
#33	<p>Trip Hazards</p>	
<p>Outside old shops</p>	<p>Trip Hazards</p>	
		<p>Neighbour suggested a stop sign at Dundas travelling east because of cars swinging left off highway speed round corner and not always indicating.</p>
		<p>Retain Hitching Post</p>
		<p>Gutter on garage corner badly cracked.</p>
		<p>Lessen height of flower bed at Dundas Street corner. All members of the Ladies Club that planted them have passed on and no maintenance is apparent.</p>

**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	

**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

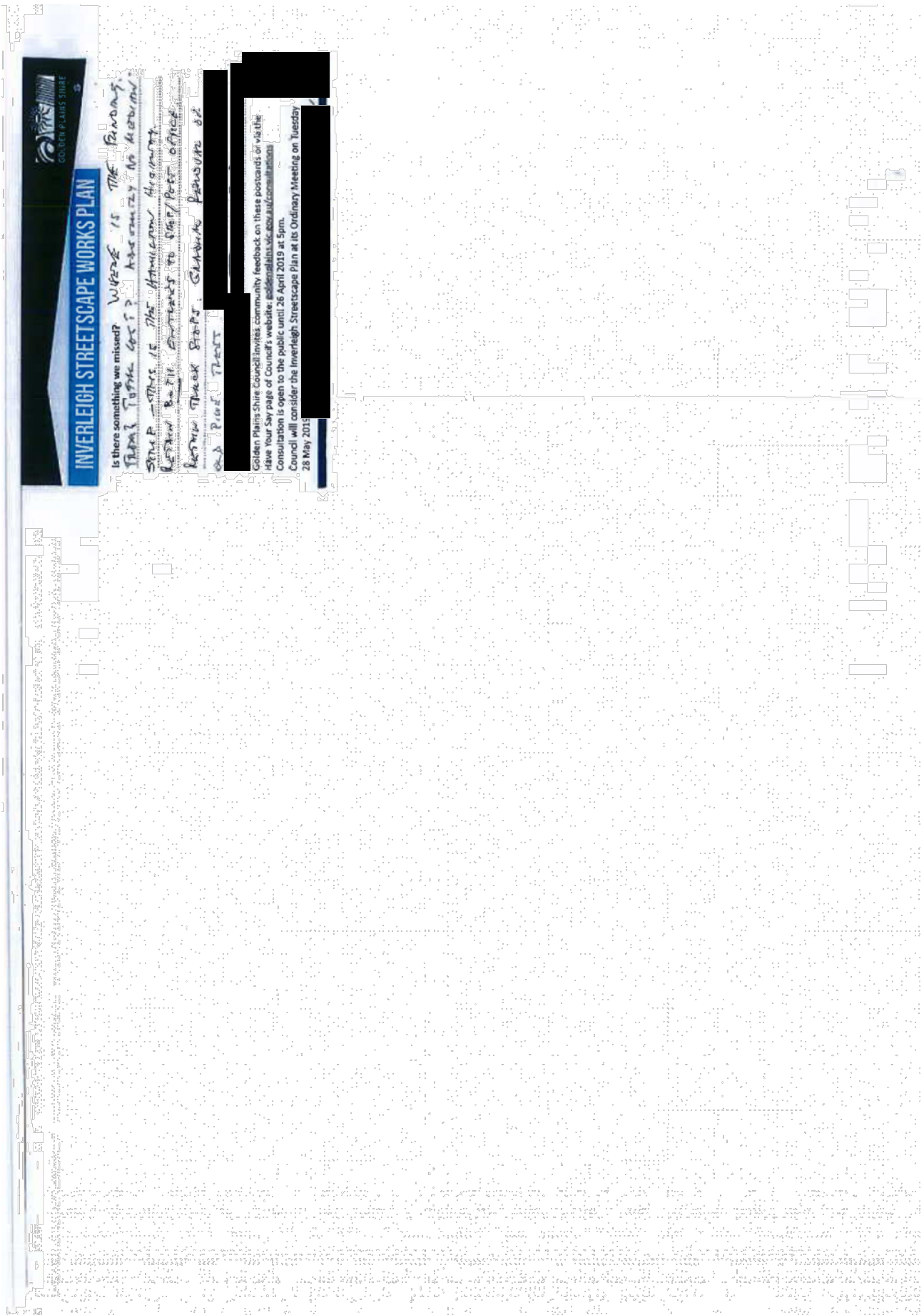
**Newman Street: mostly north**

	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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[Redacted]

to be put a  
referred to  
A-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.

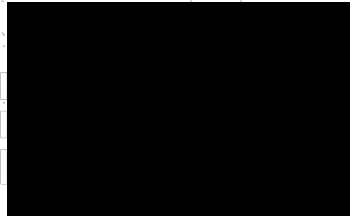
The IPA remains committed to keeping good communication lines open with you, Councillors and appropriate senior Council staff involved in the Structure Plan and Streetscape engagement processes.

I look forward to hearing from you.

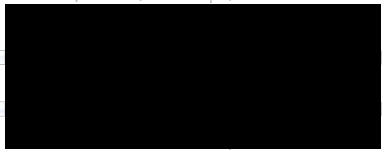
Yours sincerely,



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





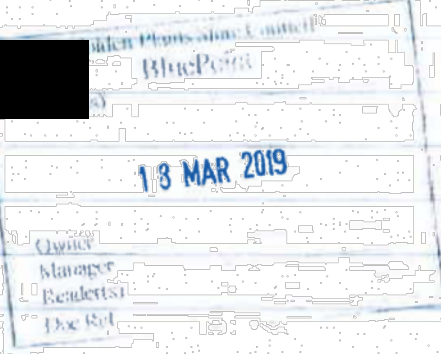
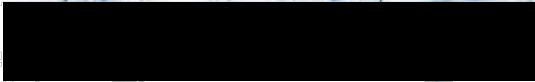


18.3.19

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,



Notes to councillors and Golden Plains Staff:

I know this is getting boring for everybody, for me it is my fourth written submission to a streetscape plan that just seems to become worse - maybe the MESH 101 brief for a Urban Streetscape was just a shocker in the first place. It gives no credence to the rural, service town, that in various Golden Plains publications you call quaint. The last Community Consultation Postcard asks "What have we missed?". How insulting. You had over 300 attend a meeting in February - that was your chance to abandon your fixation with MESH and get the bones of a decent, co-ordinated and unique plan. That would have been a Community Consultation to crow about.

Why is nothing co-ordinated?

You give us new town signs in 2017 stating Inverleigh as having:

- Historic Town & Walks
- Federation Bridge
- River Junction
- Flora Reserve

But in 2018 we get a pretty landscape map of just the main highway, with no reference to the above 'features' of Inverleigh. Stupidly, I just tried to correct the glaring errors in June 2018 Listening Post, being assured in July 2018 the one way feature was abandoned (only to resurface in November) but I am over trying to explain to yet another council staffer that a couple of dabs of white-out on a poor plain is doomed.

I spent several days in November looking for community benefit in the plan, after the Mayor told us he hadn't heard us express one good thing about the Masterplan. I walked up and down High Street service roads, identifying the trees and changes incorporating proposed 'street-dieting'. Sure lots of things are in poor repair or need tarting up, especially the garden beds planted before the Back-to in 1977, but nothing on the masterplan signified any enhancement of a historic town. Lawson obtained a publicans licence for the Horseshoe Inn 1842 next to his existing blacksmith and bridge.



Improvement Association planted trees by 1905

Locally initiated improvements have been in progress ever since. Mostly good, some outdated and some not quite right for 21<sup>st</sup> century.

The Golden Plain Shire provides a mowing service on the median strips and open areas. I'm sure the mower driver would prefer defined grassy areas rather than weeds and dust.

The shire now has a street sweeper but it is very small and doesn't pick up all the debris.

The only sign to a bridge is called Suspension Bridge (?Federation), on Newman Street corner and must have been installed by very short members of the GP staff.

The Historical Society and Progress Association provide the information in the Gazebo and Toilet noticeboards.

The Progress Association provide the Information sheet at Post Office and cafes.

The Historical Society had to pay for the Monument sign at the war memorials which in the MESH plan are an important line of sight. We actually know all about our historic monuments. The RSL have paid for recent upgrades.

This is not a town that demands great things from the shire but some effort at co-ordination would be appreciated.

I have tried to continue my walks about the streets of the 'old town', noting how residents use the paths, verges and roads and the maintenance items that would make a lot of difference to the amenity but have run out of time for this "postcard". I will continue to add to the list.

Not only should the service roads be 40kph, maybe all streets in the 'old town' should be also. Especially near the Kinder.

I have left out the mish mash of toilets, hotel, bakery, cafe and garage - this is a most difficult area. Since the hotel was allowed to annex the footpath as a beer garden it has become worse. Maybe parking similar to outside the Public Hall with benches and bollards, not tables, to allow separation from the truck/caravan stopping area.

Sincerely

[Redacted Signature]



February 28th 2019

Mayor and Councillors Golden Plains Shire

Re Inverleigh Streetscape Plan

**PROPOSED**

Dear Mayor Sharkey and Councillors,

I attended the Public Meeting at the Inverleigh Bowls Club on Monday 25th February. I wish to express my disappointment with the two Streetscape plans that were discussed.

During May I answered an Inverleigh Streetscape Masterplan Survey at the Inverleigh Post Office. I highlighted the importance of retaining:

- (a) two way traffic on the service roads
- (b) the truck parking bay to remain as is or made even larger.

Inverleigh, being the "Gateway to Western Victoria" on the busy Hamilton Highway, is experiencing more trucks each year, larger B.Doubles and over width vehicles.

The existing truck parking area was constructed some twenty- five years ago by the visionary co-operation between Vic Roads and the former Shire of Bannockburn.

Options 1 and 2 of our current Streetscape Masterplan show the truck parking bay area being reduced by approximately 50%. This is a retrograde plan which lacks vision on how to provide parking space for the increasing traffic flow in future years.

The plan includes a long median strip in the middle of the Hamilton Highway which would be another unnecessary traffic hazard.

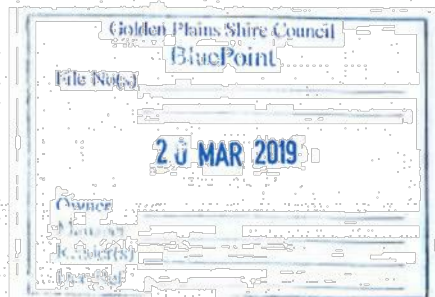
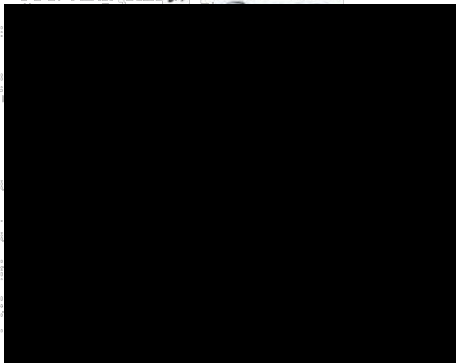
Another problem with the plan is the missed opportunity to create more truck parking on the north side of the highway by retaining the existing parking bay and creating the new one in front of the B&B, thus doubling the parking on the north side.

The Inverleigh truck stop or parking bay, has always been open to trucks entering from both directions. With the proposed median strip in place it will be impossible for vehicles travelling east towards Geelong to enter the large rest area on the south side. In recent years Vicroads has encouraged travellers to use Inverleigh as a Rest Stop. Travelling east, the next Rest Area providing similar services is the BP Service Stop on the Geelong Ring Road.

To drive customers away from our local shops, all of whom are Shire ratepayers, is unwise and disappointing.

I urge the councillors to make an "on site" inspection of the truck parking area and see for themselves.

Yours sincerely,



Further to my original Letter in the Leigh News

Just a couple of more things...

1. Do any shire councillors live in Inverleigh and know what happens in our town?
2. (a) Will the centre median strip have keep left signs?  
(b) Will they be removeable?  
(c) If removeable will the wide loads remove them and then replace them?  
(That means they will be stopped on the Highway for a bit more time!)
3. (a) What sort of vegetation will be placed in the centre median?  
(b) How high will the vegetation be.
4. The Hamilton Highway is a designated road for wide loads up to 5/6 metres.
5. Has the shire obtained approval from Vic roads.
6. Again why has the shire wasted out money without proper consultation with the inverleigh people.

Tone.

**INVERLEIGH – ONE WAY OR NO WAY.**

My name is [REDACTED]  
the last [REDACTED]

Last Monday the 25<sup>th</sup> of February, 2019, a meeting was arranged with the Golden Plains Shire and our local residents at the Inverleigh Bowls Club. This was due to a campaign by the local Inverleigh people i.e. "Inverleigh - One way or No way". (The Shire catered for attendance of 30 people but 200 to 300 attended.)

The Shire gave a presentation only via their consultants in relation to 2 options for the "Inverleigh Streetscape draft Masterplan.

The drafts are apparently on the Golden Plains Shire website.

**Option 1** is for one-way traffic in the service roads – Centre median for High street with right hand turn lanes, increased parking in the service roads and some landscaping.

**Option 2** is for 2-way traffic in the service roads – Centre median for High street, increase some parking in the service roads, some landscaping and 1-way service road outside the Inverleigh Primary School. Along with others as per their proposal.

The meeting was pretty well run, with limited time and discussion but what I gather and correct me if I am wrong, this draft was as a result of someone, in 2017, requesting that the pot holes and service road be repaired. This on the south side of the township between East St and Dundas st.

It astounds me that from that request the Shire have wasted our money, however much it has cost, to take it upon themselves to commence this project.

The Shire rep stated they had community consultation. I cannot remember being asked for any input, nor other residents other than the Inverleigh Progress Association (Who I must say don't do a bad job) but...

On the night of the meeting there was no call for a show of hands as to which option should be agreed upon. It was a presentation by the Shire of what they are proposing to do and for residents to provide feedback by mid/end March.

**I believe there should have been Option 3 – disregard option 1 & 2 – fix the service road on the south side of High street, between East and Dundas st, do some landscaping and increase the parking as they have done outside the Inverleigh Hall.**

The shire claims everything was open and transparent. Was it? Just ask the Geelong Addie reporter that got nowhere and told to go thru FOI.

We do not want a Centre median.

We do not want one-way streets.

We would like the Shire to fix the service road as per Option 3.



We would like the Hamilton highway/High st/main street – left the way it is.

I am not aware of any safety concerns in High street and the Shire have not supplied any statistical analysis in regards to whatever the safety issues are.

This is one of the stops for truckies/wide loads/caravanners and passing traffic. The shire is effectively destroying the stopping of passing traffic through Inverleigh, which affects our traders on both sides of High street.

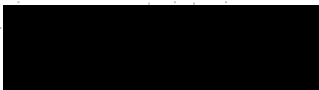
Over the years I have seen up to 6/7/8 semi's parked in the main street during the day taking their breaks. I have seen trucks and wide loads using the truck parking area as an overnight stop. The wide loads have no other stop between Geelong and Hamilton other than Inverleigh.

The addition of the Centre median would drastically reduce the parking capacity for larger vehicles.

The Centre median would and will affect wide loads coming into town.

We will see if the Shire Listens or does what it sees fit to do anyway!

I have been told over the years by CEO's and Vic roads that I do not have a university degree in any sort of engineering but I do believe I have a degree in common sense.



**Community Meeting hosted by the Inverleigh Progress Association held on Thursday 21<sup>st</sup> March 2019 at 7.30 PM in the Supper Room of the Inverleigh Public Hall.**

**Present: 49 members of the Inverleigh community and Councillor David Evans of Golden Plains Shire.**

*The purpose of the meeting was to ascertain what the community would like to see in their Streetscape Plan. They feel Inverleigh is a beautiful rural town and wish to retain the character for as long as possible.*

**They would like to see:-**

1. Bollards around trees to protect them and also placed to stop vehicles exiting the service road parking by driving over median strip. Use shrubs as well. Possible retaining wall on south side
2. Bench seats near truck parking – possibly concrete to stop vehicles driving over median strip.
3. Potholes on service roads fixed
4. Drainage. Various comments. No swale drains only culverts. Napier Street drain does not drain properly. Cover drains along highway between East Street and Inverleigh Winchelsea Road.
5. Direct storm water drainage at west end of town to dam near bowls club. Water used for football and cricket ground. This could be enhanced as a lagoon and picnic area.
6. Lawson's Park. Larger 'no camping signs' near pump house. Bollards or other low barrier to stop vehicles driving all over park. One vehicle entrance for maintenance and market days. Also, better signage to direct people to walkway under bridge to get to toilets safely. Maintain and upgrade this path.
7. Cypress trees reaching the end of their life – plan of replacement with varieties of trees. Native and others - Oaks, lemon scented gum, elms, claret ash. Need to be significant size at maturity. Tree gaps - fill with young trees
8. Reduce speed limit outside kinder – currently 60 kph
9. Upgrade and painting of school pedestrian crossing. Currently too narrow and drop on either side where open culvert. Make wheelchair and pusher friendly.
10. Retain present pedestrian crossing in current location, but enhance with signage and possibly painted lines
11. Plan for additional parking for new play space and alter toilet parking, more – current configuration doesn't work well. Improve skate park as part of new play space.
12. Encourage hotel to utilise own parking at rear of hotel
13. Regular maintenance – 'Federation swing bridge', shrubs at corners of Highway with Dundas Street.
14. Possible extension of north service road to East Street. Better for turning.
15. Use Cambridge Street for bikes – natural flow from bridge through Lawson's Park
16. Better lighting, particularly in side streets off and parallel to High Street
17. Use recycled / environmentally aware products.
18. Memorial – RSL Project. They want to cut down and carve trees in shapes of services, eg, air, navy, army. They have funding for this. (This was a bit contentious. Artworks,

Dear Councillor Sharkey

This is my personal response to the Inverleigh Streetscape Masterplan. I believe that a good proportion of Inverleigh residents are of similar mind. Thank you for reading this.

1. Abandon plans for any median strips or traffic islands. Any new traffic management features should be created using painted lines.
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.
3. Abandon the pedestrian/bike track in the median strip (human nature is that people will prefer to use the existing service roads and footpaths).
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.
6. Abandon proposed small gardens intruding into the service roads unless on-going maintenance is guaranteed.
7. Leave the truck parking areas as they are (I think there would be problems moving the north side truck parking area further east).



Dear [REDACTED]

I refer to my formal request for information made shortly before Christmas 2018.

You informed me by email that the information requested would be gathered together and provided to me.

Subsequently, you indicated in response a series of follow up emails that the information was being gathered but would take a few weeks before it could be provided. The last such email was about a fortnight ago.

Unfortunately more than a month has now passed since the original request was made and no information, data, documents of any description have been provided to me as was earlier agreed.

Are you able to provide at least the data, records etc that you now have collected, or which ought to be downloadable from the GPS Asset Data base and other relevant GPS Data bases. For example, the Risk management Resources which the GPS Policy manual assert contain priorities for asset management practices include a risk assessment (e.g. Risk assessment for roads in the Road Infrastructure Asset Management Plan). Given the magnitude of the works being considered for High Street Inverleigh such a risk assessment of the High Street environs should be readily available. It would fit in with the material already sought.

As you know the Community Consultation is due to take place on the 25 February, 2019. The material requested is all highly relevant to an informed consideration the Structure Plan in its current and anticipated iteration and especially to any compromise position that the Community may wish to consider before then. Road safety practitioners are entirely dependent on objective data and evidence as part of the Governments Safer Roads and Towards Zero strategies.

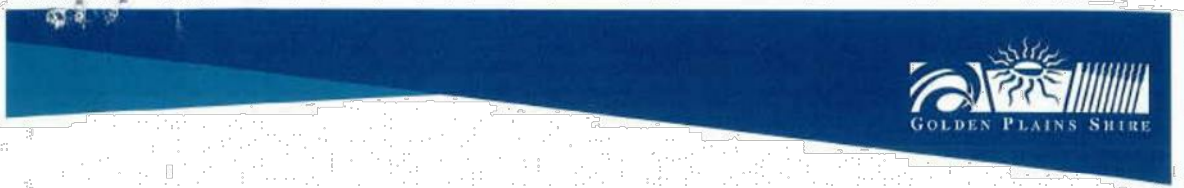
Please let me know when the information will be made available for collection or will be emailed please.

I am obviously reluctant to issue a Formal FOI application for this material and waste the FOI Officer's time given the Council's unambiguous agreement to provide the requested information.

Finally, are you able to clarify the emails sent to you by me and by David from the store about the siting of the Hamilton Highway traffic count wires please?

We have literally hundreds of photographs clearly illustrating that a significant cohort of vehicles very large and quite small, has been missed in this count for the reasons previously articulated.

We look forward to hearing from you



## Inverleigh Streetscape Draft Masterplan Community Session – Monday 25 February 2019 RESPONSES TO QUESTIONS ON NOTICE

1. Will Council publish the feedback received for the project?

Yes – Council will release to the public all feedback received by the closing date of 25 March 2019.

2. Will Council publish the actual feedback received for all future projects and initiatives?

Council will publish feedback received for future projects in accordance with any commitments given and encapsulated in respective project community consultation / engagement plans.

3. How can I trust that you will serve the community?

Council has committed in its Council Plan 2017-2021 to:

- improving community engagement and responsiveness and increasing citizen engagement; and
- demonstrating good governance and involving the community in decision making.

4. Did the notion that the main street needs beautification arise from members of the Inverleigh Community or elsewhere?

The suggestion was first raised by a few Inverleigh residents and business owners – and was supported by Councillors, who allocated funding in the 2018/2019 budget for the Masterplan to be developed.

5. Isn't it true that the proposal is not supported by the town, is not funded and ignores other pressing priorities?

- There are elements of the proposal that are supported – clearly the one-way traffic flow in the service roads is not supported.
- Implementation of the project is not currently funded by Council or external funding sources.
- There will always be other pressing needs across the Shire. Council will need to consider other priority projects at the time of considering whether or not to fund commencement of implementing the physical streetscape project works.

6. Can the proposed pedestrian crossing location be moved further to the west to avoid losing the parallel car parking space directly in front of the Post Office and shop?

This suggestion will be considered, together with all of the other feedback received.

5220 7111

PO Box 111, Bannockburn VIC 3331

goldenplains.vic.gov.au

enquiries@gplains.vic.gov.au

7. Can the two [2] car parks currently in front of the Gift Shop on the northern side service road near the Post Office and shop be retained?

Council will give consideration to this request.

8. Can the northern truck parking area remain unchanged? The Masterplan options both relocate the truck parking to opposite the B&B – this will detrimentally impact on this business.

Council will give consideration to this request.

9. Why can't the opening in the proposed median strip be designed to allow vehicles travelling from the east to enter the northern service road at the eastern end?

Council will consider this suggestion / request.

10. Can Council please reconsider the proposal to have a shared path running along the front of the properties on the northern service road? Persons exiting the shops could potentially be seriously injured by persons riding bicycles.

Council will reconsider this proposal for a shared path.



## Inverleigh Draft Streetscape Masterplan Community Session

Monday 25 February 2019

6.30pm

## Question on notice.

To which panel member is your question?

- Jacob Peterson - Mesh Consulting, Lead Project Consultant
- James Dear - One Milgrid, Senior Engineer (Traffic Engineering Consultant)
- Davin Nguyen - Regional Roads Victoria, Traffic Engineer
- Greg Anders - Golden Plains Shire Council, Director Assets and Amenities

1. Will the Council please publish the actual feedback for this streetscape project? I do not believe the Council take any notice of feedback when they have community posts or offer online feedback opportunities. I believe the Council have an agenda and will implement what is easiest for them. By not publishing actual feedback they are not being transparent, they simply cherry pick the responses that suit their case. Their practice of offering feedback is purely tokenism that gives a perceived view of community engagement. You do not need to publish names or offensive statements but I do not trust the "theme" statements that you share to support your subsequent actions. If you are not willing to publish actual statements, at least provide numbers or percentages associated with theme statements.

eg. all of all responses, 95% did not like the 1 way street"  
 or "of all responses, 57% like the tree beautification"

2. Will the Council please publish the actual feedback for all future projects and initiatives as per the above context?

Note - I have taken a photo of this form to ensure my feedback is

3. I am appalled that the council have let this streetscape project escalate to this point by ignoring and not taking notice of community feedback AND attempting to sneak it through a council meeting. I have watched the social media and media campaign evolve and am proud of my community for fighting this. I'm sure it has come at personal stress + cost for many members which is unnecessary.

Remember that Council ~~are paid by~~ wages are ~~paid~~ funded by community members via rates. Start showing appropriate management of funds by consulting the ratepayers, ~~regardless~~ ~~of~~ ~~person~~ rather than meeting personal KPI's.

~~Q~~ Q- how can I trust that you will ~~me~~ serve the community?