

30/10/2019

altusECM

- a. **Hamilton Highway** – there are too many near miss accidents on this highway already due to the lack of overtaking opportunities, encouraging more residents in Inverleigh will increase the number of road users thus increasing the risk for injury/death from accidents.
- b. **Common Road** – multiple concerns:
 - i. A right hand turning lane from the Hamilton Highway does not exist
 - ii. the road is incapable of withstanding the increased volume of vehicles from the new planned 1 acre subdivisions
 - iii. one way out for a possible bushfire exodus in the Inverleigh Common
 - iv. the footpath adjoins the bitumen road in a section which is a massive safety concern for pedestrians
 - v. installation of speed humps are not a feature cognisant with rural living
- c. **Hopes Plains Rd** – multiple concerns:
 - i. A right hand turning lane from the Hamilton Highway does not exist
 - ii. the poorly maintained gravel road is incapable of withstanding the increased volume of vehicles from the new planned 1 acre subdivisions
 - iii. due to the poor road condition and surrounding grassland it is not a satisfactory exit road for a possible bushfire exodus from the Inverleigh Common
2. **Public transport** – 1 public bus service on a Friday is insufficient. As population grows and climate change becomes a growing concern residents need options to commute to Geelong for work and services
3. **Employment opportunities** do not exist in Inverleigh so residents are required to own multiple cars and commute to employment in larger cities such as Geelong and Melbourne
4. **Crime** increases with population growth, especially when there is a lack of mobility, services and activities to occupy our youth
5. **Wildlife and Nature** – the Inverleigh Common has critically endangered flora and is home to much wildlife. As population encroaches around their border, the potential for damage and wildlife loss increases.
6. **Unsewered lots** – there is potential for leeching of septic runoff to the Leigh River and through to the Barwon River from the natural slope of on Common Road toward the Leigh River. This has a risk of contaminating our local natural waterways.
7. **Stewardship** - the Council has a poor record of representing the community views in their planning activities (eg. Streetscape plan). I am concerned the many community surveys, conversation posts, social media and publications offer a perceived view of consultation and listening to the community yet in reality they lack substance and adoption of the community views that are expressed. Please take notice of the community response to the Structure Plan and embed the majority consensus into the Plan. It does not currently represent the views of the Inverleigh community.

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.
<http://www.mailguard.com.au/it>

[Report this message as spam](#)



AMENDMENT C87gpla – INVERLEIGH STRUCTURE PLAN

SUBMISSION FORM

ECM Captured
 File No: _____
 ECM Ref: _____
 Initials: _____ Date: _____

PLEASE PROVIDE YOUR DETAILS BELOW

Name: [REDACTED] _____
 Address: [REDACTED] _____
 Contact telephone number: [REDACTED] _____
 Email: [REDACTED] _____

PLEASE PROVIDE YOUR SUBMISSION BELOW:

I believe the area my property is in at [REDACTED] [REDACTED] should be rezoned to low density residential to allow for sub division to 4000m as myself and many of my neighbours are in agreement and wanting to look at the possibility of sub dividing.



A large rectangular area containing horizontal dotted lines, intended for handwritten text or signatures.

*Please attach additional pages as necessary

Signature  Date 15/10/19

AMENDMENT C87gpla – INVERLEIGH STRUCTURE PLAN

90

SUSTAINABILITY:

After reading through this amendment the glaring issue I find with the Inverleigh Structure Plan is the ability to sustain the growth of this township. The issues with school, roads, recreation, environment and infrastructure is entirely dependent on development contributions, statutory authorities and state/federal government grants. To my understanding I have no knowledge of any council future budgets allocation of funds set aside to assist with this plan.

SETTLEMENT BOUNDARY:

I do not agree with the settlement boundary area proposed by the structure plan as it does not do enough in particular to growth area 4. This should be extended south and west towards the Barwon River to incorporate properties south of Peel Road. Access can be made by re-establishing Hopes Plains Road south of the Hamilton Highway which is outlined in a Surveyor General's Office Melbourne map No: 254 dated 11/12/1855. (Copy of which can be supplied)

AMMEND SCHEDULE TO CLAUSE 32.03 LDRZ

This shows the lack of vision by council and simply reports back to State Government guidelines of the day which currently stands at .4 hectares lots. Personally, the size of lots can be debated and argued by other submissions. The failure of not having minimum subdivision area in this amendment is of great concern. There must be a minimum subdivision area inserted to schedule 1 clause 32.03 LDRZ.

Once established, the minimum subdivision area for LDRZ would give a clearer guideline for property owners who have larger land areas (eg: 5 acres) the opportunity to investigate the feasibility to subdivide at a later date: Section 173, caveats and covenants notwithstanding.

In particular the area zoned "Nature living residential" attachment "E" where lot sizes fall under the 2005 structure plan of 1 hectare minimum.

Furthermore, the development feasibility study package provided by Mesh Urban Planning and Design for the southwest has given GPS two case studies: variances to the minimum size lots which effectively doubles Inverleigh's population at 2016 census. Although this is referred to as an investigation area I would like to have a better understanding of council's view/stance to this area and its preferred option provided by Mesh Consultants. Keeping mind this feasibility study would fall under clause 32.03 LDRZ.

ROADS

Under the strategic bushfire risk assessment for the Inverleigh Structure Plan, Common Road and Hopes Plains Road should be upgraded to a 7 metre sealed carriageway. This is imperative. So is the upgrading of the "twin bridges" to enable emergency vehicles up to 15 tonne access.

The concerns I have with these upgrades are the when and how. Hopes Plains Road intersection with the Hamilton Highway and the sealing of same will be entirely dependent on the developers upon development of their particular land. The phrasing of these words indicate on completion of the developments.

As identified in Attachment I – Infrastructure and Services Plan – Hopes Plains Road, Common Road and Inverleigh - Teesdale Road are identified as key access roads. All these roads, in part, provide for the settlement boundary and are integral parts of egress in the wake of a bushfire. With the enormous amount of traffic expected on Common Road, the intersection with Hamilton Highway will also need upgrading.

Water

Returning to the topic of sustainability leads me to the responsible water authority for Inverleigh which is Barwon Water. I find it difficult to believe there will be little impact on Barwon Water's infrastructure as a result of changes to the Inverleigh Structure Plan. Inverleigh is the end of the line with mains water. The effect of this being a lower water pressure especially in the hotter periods of the year exposing residents to inadequate supplies/pressure in the fire risk season. The council and G21, which our council is a member of, need to make serious representation to the water authority for either alternative water supply (Winchelsea from south) or upgrades prior/during the developments of potential growths 1,2, & 3.

The Inverleigh Structure Plan before us will irrevocably change the very nature of this township. Some for the better and some for the worse. I am appreciative of the Golden Plains Shire to be given the opportunity to make comment regarding the Structure Plan.

Kind regards

A large black rectangular redaction box covering the signature area.

19/11/2019

altusECM

91

| | | | |
|---------------------------|---|-----------------|------------------------|
| DOCUMENT (Inbound) | | DETAILS | |
| Summary | Inverleigh Structure Plan 2019 and Subdivision on south side of Commons Road enquiry - [REDACTED] | Status | New |
| Information | | Deadline | 27/11/2019 |
| Comments/Notes | [REDACTED] 30 AM | Priority | Medium |
| | | Received | 13/11/2019 05:45:06 PM |
| | | Type | Email |
| | | Ref | IN19/3FDA73C9 |
| | | On Hold | No |

RELATED DOCUMENTS

PEOPLE (2)

Owner Strategic Planning
Manager [REDACTED]
Reader

CONTACTS (0)

| Name | Company | Email | Phone |
|-------------------|---------|-------|-------|
| No records found. | | | |

FOLDER (1)

| Number | Part | Name | Organisat | Unit |
|-----------|------|--|-----------------------------|---------|
| 60-11-002 | 1 | TECHNICAL OPERATIONS\PLANN ...\Inverleigh Structure Plan | Golden Plains Shire Council | Cor Sen |

WORKFLOW

No records found.

CONTENT

| Attachments: | | | | Links: | | | |
|---------------------|-----------|----------|-------------|-------------------|-----------|--------|------------|
| File Name | Size (kb) | Attac by | Attached On | File Name | Size (kb) | Cre by | Created On |
| No records found. | | | | No records found. | | | |

From: [REDACTED]
Date: Wed Nov 13 05:45:06 PM AEDT 2019
To: Enquiries<Enquiries@gplains.vic.gov.au>;
CC:
BCC:

Subject: Inverleigh Structure Plan 2019 and Subdivision on south side of Commons Road

These questions follow a conversation I had today with your senior statutory planner about these two issues. I am a member of the [REDACTED], an advocacy group for the all the rivers and streams of the Barwon catchment. We are concerned with the long term health of rivers in the Barwon catchment and want to see that any development affecting the streams will not have adverse effects .

I initially thought we could have some influence through the Inverleigh Structure Plan 2019 (ISP) but now also understand that rezoning has occurred and is the basis on which the subdivision on the Commons Road is going ahead. I appreciate that changes in 2013 (Amendment C64) allow conditionally for blocks as small as 0.4Ha to be developed on the site. I had thought the ISP may have retained the larger size 1-2 Ha as the minimum.

With this in mind it would seem if the area is fully developed just over 200 homes will be built over time. In current supply terms this would be sufficient sites for about eight years.

Can you advise on the following?

1. Has a land capability assessment been performed on the site, bearing in mind the proposed level of development and subsequent effluent disposal? This is predicated by the understanding that blocks will not be sewerred. Are the results of this assessment available for review by the public?

<https://ecm.gplains.vic.gov.au:8443/altusecm/secure/print/doc.jsf?reclId=c3c4f0b0-5c42-4b3e-922c-cb75ef28ebbd>

1/2

19/11/2019

altusECM

2. What evidence has been advanced to indicate that the 0.4 Ha blocks can be safely unsewered? What is the risk of run off into the Leigh?
3. What monitoring will be performed to assess stormwater quality and who will advise residents of best practice in their management of stormwater runoff? It was suggested retention basins will be used to assist in management of storm water. How will this affect run off into the Leigh, given there will be a greater proportion of hard surface run off than previously existed?
4. The current proposed bio-link is inadequate for the purposes suggested. It is too narrow, subject to too much traffic, mowing, impact of domestic animals to allow for the safe conduct of fauna from the reserve to the river. A wider corridor of 100 metres should be considered on the Inverleigh-Teasdale Road boundary. It is shorter and is already quite well vegetated. Has this alternative been considered?
5. Given the risk of bushfire impacting on the proposed development what allowance is being made on the south side of Commons Road to reduce the risk associated with a bushfire? I note there is already a wide buffer zone on the north side of Commons Road and the Inverleigh Framework Plan prepared by Mesh suggests a similar buffer zone on the south side. Will this advice be followed?
6. It is noted that there are potential issues in case of bushfire with egress from the development as well access for firefighting vehicles. When will the recommended upgrades to the Twin Bridges and Commons Road occur? The bridge upgrade is also needed in case of flood.
7. Given the developer is already taking deposits for blocks on the subdivision, when will the subdivision permit be granted? It seems contrary to common sense that a developer can start selling before they have a permit. A young couple I met on site today had no idea the permit was not granted, yet they had paid a deposit. It does not sit right with me that this can happen.

I will be attending the meeting on 26th November and hope you supply answers to these questions before then.

Yours sincerely, [REDACTED]

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.
<http://www.mailguard.com.au/tt>

[Report this message as spam](#)