



Inverleigh Structure Plan 2017 - Survey results

Summary

A total of 123 surveys were received.

Respondents identified the country lifestyle, sense of community, rural ambience, environmental qualities, facilities and proximity to the larger service centres of Geelong and Bannockburn as aspects they liked about living in Inverleigh.

Roads, Rates, Rubbish and lack of public transport and other services were issues which respondents didn't like about Inverleigh.

Very few respondents work in Inverleigh, with most travelling to Geelong for employment and other destinations including Melbourne and Bannockburn.

The survey was completed by residents who have lived in Inverleigh for varying degrees of time. 60% of respondents have lived in Inverleigh for less than 10 years, and the remaining 40% have lived in Inverleigh for more than 10 years.

When asked their preferred option for growth, 33% of the respondents do not support future development. Of the remaining respondents, 14% would prefer infill development, 18% prefer greenfield and 24% prefer a combination of infill and greenfield development. Thirteen (13) respondents did not respond to the question about preferred future growth options.

Most respondents chose to provide comments at the end of the survey. The comments are wide ranging and reflect a diversity of community opinion on many issues. There were plenty of great ideas shared and areas suggested for further investigation. Overall, the surveys demonstrate a strong interest in the future planning of Inverleigh and a strong sense of community spirit.

Each survey response has been recorded and collated into the following tables, a separate table has been created for each question. A summary of the themes and issues raised for each question is provided beneath each table, where applicable.

Survey Responses

QUESTION 1: What do you like about living in Inverleigh?

Table 1: Responses to Question 1

Proximity to Geelong, Ambience, Sense of Community, Facilities
Small Town
Town & Country



Country Lifestyle, Large Lots
Just Like It
Lifestyle, Sense of Community, Large Lots
Land in Flood area
Large Lots
Sense of Community, Country Lifestyle
Country Lifestyle, Sense of Community
Space, Large lots, Locational proximity to large towns
Historically lower rates, Own Council Depot
Proximity to Geelong, Ambience, Sense of Community
Sense of Community, Low Crime Rate
Undeveloped
Small Town
Country Lifestyle, Large lots
Sense of Community
Country Charm, facilities, proximity to larger towns
Sense of Community, Small School
No Commercial Centre, Sense of Community, Country Lifestyle
Country Lifestyle, Day trips, increased visitation
Country Lifestyle
Country Lifestyle, Sense of Community
Sense of Community
Rural Ambiance , Sense of Community, sporting and cultural amenities
Country Lifestyle
Country Lifestyle, Large lots, Rivers, Small population, Facilities
Everything
Sense of Community, Space, Environment , Shops
Country Lifestyle, Proximity to Geelong, Responsible subdivision
Small Town
Country Lifestyle, Environment, Proximity to Geelong
Country Lifestyle, Sense of Community
Boutique shops, Sense of Community, Proximity to Geelong, Primary School



Proximity to Geelong & Melbourne, Country Lifestyle
Country Lifestyle, proximity to Geelong, Sense of Community
Country Lifestyle, Proximity to Broader Services, Access to Coast
Country Lifestyle, Larger lots, Sense of Community, Space
Country Lifestyle, Heritage Style, Space, No Supermarket
Sense of Community, Country Lifestyle
Country Lifestyle, Large Lots, Ambience
Country Lifestyle, Primary School, Facilities, Environment
Country Lifestyle, Boutique Businesses
Ambience, Proximity to Geelong
Country Lifestyle, Layout of inner town area
Country Lifestyle
Sense of Community, Space, Environment, Country Lifestyle
Country Lifestyle, Environment, Ambience, Free Campsite
Environment, Sense of Community,
Sense of Community, Ambience
Country Lifestyle, Sense of Community
Sense of Community, Ambience
Environment , Country Lifestyle
Location, Larger lots, Sense of Community
Sense of Community, Country Lifestyle, Environment
Environment, Rural Town
Country Lifestyle
Sense of Community, Liveability
Environment, Rural Town
Country Lifestyle, Proximity to Larger towns
Sense of Community, Country Lifestyle
Space, Sense of Community, Country Lifestyle
Small Town
Country Lifestyle, Amenity
Sense of Community
Sense of Community, Environment, boutique business, no light pollution
Sense of Community, Rural Ambience
Sense of Community, Small Town, Large lots
Sense of Community, Rural Ambience
Small Town, Low Population
Rural Ambience



Country Lifestyle, Space, Rural Ambience
Rural Ambience , Small Town
Environment, boutique businesses
Sense of Community, Vibrant township
Sense of Community, Rural Ambience
Country Lifestyle, Proximity to Geelong
Country Lifestyle
Proximity to Larger towns, Great facilities, Rural Ambience
Small Town. Sense of Community, Environment, Great Facilities
Rural Ambience, Great Facilities, Sense of Community
Small Population, Rural Ambience
Sense of Community, Not over developed, Facilities
Country Lifestyle, Large Lots
Sense of Community, Country Lifestyle, Proximity to Geelong
Rural Ambience, Proximity to broader services
Sense of Community, Larger Lots, boutique businesses, Environment, Facilities
Country Lifestyle, Proximity to Services, Rural Ambience
Small Town
Small Town, Facilities, Environment, Sense of Community, Larger lots
Rural Ambience, Small town
Country Lifestyle
Sense of Community, Facilities, Proximity to larger towns, Environment
Rural Ambience, Proximity to larger towns, boutique business, Environment, Sporting Facilities
Boutique businesses, Facilities, Sense of Community, Proximity to larger towns - No supermarket
Rural ambience, sense of community
Small town, Sense of community, Environment
Sense of Community, Rural Ambience, Low Population
Rural Ambience, Large Lots, No growth
Not a resident
Sense of Community, Facilities, Proximity to larger towns



Large Lots, Sense of Community
Rural Ambience, Boutique business
Small town, Rural ambience, Safe
Large Lots, Sense of Community
Sense of Community, Larger Lots, rural ambience, proximity to larger towns and walking tracks
Sense of Community, River, proximity to larger town
Small country community
Community, open space
Peaceful country lifestyle
Community, shops, walking tracks along river
Progressive, friendly with great community and facilities
Community spirit
Peaceful, quiet, friendly, clean. Rural atmosphere, close to Geelong
Peacefulness
Sense of community, space, privacy, friendly and innovative community, pub

Note: 7 submissions did not respond to Q1

Summary of Responses and Key Themes to Question 1:

- Sense of Community (great, close, safe community)
- Country Lifestyle
- Small town in proximity to larger towns (reference to close proximity to Geelong and Bannockburn)
- Rural Ambience (quiet, peaceful feel, sense of space)
- Environment (river, trees, walking tracks)
- Larger lots
- Facilities (kinder, school, pub)
- Liveability (boutique shops, walkability, love everything)

QUESTION 2 – What do you dislike about living in Inverleigh?

Table 2: Responses to Question 2

Nothing
Neighbours Pets
Lack of Medical Services
Nothing
Lack of Footpaths



Lack of Public Transport
Nothing
Subdivision on existing blocks
Limited retail need a supermarket
Development
Nothing
Rates - less value for services
Nothing need more units for the elderly
Poor condition of roads
Rates - too high
Nothing
Roads & Increase in Population
Lack of Council funding (compared to Bannockburn)
Increased development
Rates - less value for services
Nothing
Nothing
Lack of Medical Services and aged care facilities
Nothing
Lack of public Transport
Roads - Hamilton Highway
Lack of Day Care facilities
Lack of Public Transport
Fortnightly rubbish collection, Lack of Public transport, Poor water pressure
Roads - Hamilton Highway, disrespectful new residents
Lack of Services
Liveability - not walker friendly, Lack of Medical Service, Childcare, Library and supermarket
Trail bikes on low density properties
Tail bikes in low density areas
Dust
Lack of a small supermarket
Nothing
Roads - Hamilton Hwy
Roads - Hamilton Hwy
High rates - increased traffic, increased tourists
Fortnightly rubbish collection, Lack of safe crossing across High St
Lack of Public Transport
Roads - Hamilton Hwy
Increased development
Street landscaping for main street



Inadequate sporting facilities, derelict buildings
Leaving it
Require an in-depth community planning forum
Lack of Public Transport, Lack of small supermarket
Roads need improving (particularly dirt roads)
Rates - disgustingly high
People who want it to be a city
Road - Hamilton Hwy
Fortnightly garbage collection, Lack of town water
Nothing
Nothing
Irresponsible pet owners
Lack of medical services, lack of public transport
Development
No to our property being rezoned from FZ to LDRZ
Increased development
Nothing
Roads, Irresponsible pet owners
Nothing
Roads - Hamilton Hwy
Lack of public transport, lack of street lighting
Increased development
Road - Hamilton Hwy
Roads - poor roads to shops and schools
Increased development
Lack of public transport, unsealed dirt roads, no NBN, noise from highway traffic
Lack of public transport
Increased development
Nothing
Nothing
Nothing
Roads - Hamilton Hwy - lack of overtaking lanes
Lack of home postal delivery
Nothing
Lack of grocery shop
Lack of childcare services, lack of progressive plan for shopping precinct
Nothing, NBN would be good
Nothing, lack of overtaking lanes on highway
Nothing
Lack of public transport, lack of NBN, Roads - Hamilton Hwy dangerous



Roads, Potholes and Hamilton Hwy
Capacity for kindergarten and primary schools to take on more children
Roads - Hamilton Hwy and Winchelsea Rd ordinary, lack of planned burns in the Common to reduce fuel loads
Lack of access to services
Traffic on the Hamilton Highway - trucks tail gating
Increased development
Lack of small supermarket, High rates, Lack of NBN
Nothing
Avenue of trees poorly maintained, Roads - no overtaking lanes on the Hamilton Hwy
Nothing
Increased development has put pressure on services Kinder, CFA, Roads - Lack of overtaking lanes on Hamilton Hwy
Nothing
Roads - Increased traffic
Roads - excessive trucks through the town - Hamilton Hwy
Lack of local employment
Nothing
Nothing
Fortnightly garbage collection, rotten rubbish and flies
Increased development - populations growth should slow down
Roads - increased traffic on what was quiet roads, increased trade vehicles
Limited childcare, No postal delivery
Public toilets do not cope with high usage, Recreation facilities require attention
No weekly garbage collection
Lack of fresh food, lack of farming families on small farms
No supermarket, no sewerage, no postal delivery or medical. Fortnightly garbage collection.
Internet coverage
Nothing
Expensive to connect to town water, no town gas
Fortnightly rubbish collection, no postal delivery, sale of second hand cars on Highway detracting from town entrance
Hamilton Highway

Note: 8 submissions did not respond to Q2



Summary of Responses and Key Themes to Question 2:

- Nothing
- Roads (reference to Hamilton Highway and roads in general)
- Lack of Public Transport
- Increased development (references to further growth and increased population)
- Rates
- Services (reference to medical, childcare, kindergarten, school and rubbish collection, NBN, postal delivery, public toilet facilities, recreation facilities)
- Retail (reference to a supermarket and other shops, employment)
-

QUESTION 3 - Where do you work?

Table 3: Responses to Question 3

Geelong	55
Melbourne	8
Bannockburn	7
Surf Coast	3
Retired	4
Inverleigh	2
Other	15

Note: some respondents worked in 2 locations per submission

Note: Some submissions did not respond to Q3

QUESTION 4: How long have you lived in Inverleigh?

Table 4: Responses to Question 4

Less than 2 years	23
2-5 years	27
6-10 years	23
11-30 years	33
30+ years	16

Note: 1 respondent did not answer Q4



QUESTION 5: Preferred Option for Future Growth

Table 5: Responses to Question 5

Infill	17
Greenfield	22
Combination of infill & greenfield	30
Do not support future development	41
No response	13

QUESTION 6: Further comments provided:

Table 6: Responses to Question 6

Increase B&B's in the area
Inverleigh should remain as is - chosen to live in a non urban area
Flood warning system should be in place – Inverleigh/ Winchelsea Road should be sealed for safety – Maintain Hamilton Highway
Chosen to live in a semi rural town - Chosen this lifestyle - chosen to make the necessary sacrifices to compensate - doesn't want to see cheap estates in Inverleigh
No reason to rule out residential development in areas of inundation
Don't want to loose its small town feel
Great potential for increased visitation that could generate money to improve amenities, improve infrastructure. Allow growth and subdivision
Against subdivision of existing lots (keep to larger lots) - keep Inverleigh as a small rural town
Support subdivision at 2 acres no less. No suburbs for Inverleigh. Inverleigh can't support large population increase. Oppose greenfield subdivision
Developers to all infrastructure costs. Relocate recreation infrastructure to Golf Course area. Redevelop the oval area for a supermarket, chemist and doctors
Maintenance of public areas requires attention
Opposes suburb development



Repair Hamilton Hwy, utilise small lake, clean up out of control vegetation
No comment
4000 sqm lots too small. Do not change 1-2 acre subdivision
No comment
Do not support greenfield subdivision. Subdivide existing lots close to town
Leave Inverleigh as a small community - no growth
Leave Inverleigh as a small community - no growth
Boutique business growth only - no multinationals (allow small supermarket)
No comment
No comment
No growth - little school would change the feel - any subdivision should be at 2.5 acres only - limited internet challenging
Complete sporting complex master plan. Rearrange sporting venues. Plan for sewerage to stop pollution of river. Provide long term plan to replace cypress trees to east and west of town
Increase trees in new subdivision areas, concrete footpath from town centre to link with Faulkner road, update playground in town centre and new estates
Correct the flood overlay
Rates too high- redirect funds back to Inverleigh. Required – day-care, walking tracks, trees along the roadside, tennis courts resurfaced, improved roads and golf course
Grass needs cutting (Victoria Park), Tree roots running under McCallum Rd
No sewerage for Inverleigh.
Oppose reduction of lots sizes to 4000sqm
Inverleigh has poor services that would not cope with increased community size
Sewerage is a must. Roads need overtaking lanes. Rates are too high. Increased growth requires increased and improved services



Lots min 8000sqm. Rezone main street to allow for retail business to operate. Change by-laws to stop trail bikes on low density blocks. No high density estates
Town subdivision to min 1 acre. Only support subdivision outside town to 3 acres - no cookie cutter development. If growth is encouraged overtaking lanes are required between Inverleigh and Geelong
No comment
No small house blocks like Bannockburn. Keep larger rural blocks
Concerned about low police numbers on weekends. Pass this info on to relevant agencies.
Lot size down to 4000sqm ok. Do not support reducing lot size under 10,000sqm outside township
Introduction of domestic waste water plan will ultimately allow developers opportunities to reduce lot sizes down to 4000sqm. Developers will then target old town blocks to allow for high density destroying the country feel. Do not allow a supermarket on the main street use Camperdown example and have it in the back street
Do not want Bannockburn subdivision or main street. Services such as sewerage, gas, NBN will enhance liveability. Enough shops more B&B's + passive tourism
Do not want high density housing. Space is the reason people live here.
Hamilton Hwy crossing, fix path under bridge, increase baby and toddler swings in park. Public toilets required on same side of road as playground, fitness equipment to encourage health lifestyle
No small lots. Provide town water to west of Inverleigh
No comment
Sewerage system required for town. As a pensioner I couldn't afford this
No comment
Expand and upgrade sporting complex. Relocate tennis club, facilitate inclusiveness of towns people to include juniors and teenagers
Encourage new business and small supermarket



Facilitate long term community planning with professional consultants
Adequate space remains around the Sacred Heart church to allow for parking. Infrastructure progresses together with development not after it. Space for families. Catholic school (2-5ha) may be needed and rebuilding of existing church.
No response
NO traffic lights
No response
Only support subdivision on large allotments. Lots at 4000sqm will destroy the uniqueness of town, devalue land and create suburbs. Battle-axe blocks destroys streetscapes, creates cheap blocks. Don't want Inverleigh to be upper Corio. Small blocks creates issues.
100% support more land supply
develop town with sensitivity to small population and low density, boutique commercial zone
Low density development only. If town grows the following is required: larger petrol station, increased parking around shops, larger children centre
Rates too high. No increase in services to compensate
Would not want to see housing estates. Leave us alone
Need a bus shuttle to Bannockburn for higher order services
No comment
No comment
Do not suburbanise Inverleigh. Value our large lots, space, freedom and privacy.
No comment
Need to consider education provision and infrastructure. Primary school at capacity. Solution consider land to the west of the current school and vacant land. Areas deemed flood prone could be play areas. School expansion is required.
No comment
Land earmarked for development is not reflected in existing zoning. No small blocks. Rates are charged at growth rate but land hasn't been rezoned.
No comment



Small blocks ruin country feel. 2-2.5acres OK. Kinder, school and Post office are at capacity. Hamilton Hwy is dangerously busy and in poor condition - need overtaking lanes. Tip vouchers (Murgheboluc) would be helpful
Increasing population will change the town. Keeping the town the same will be a challenge. Public transport is needed
No comment
Concerned about the future of their chicken farm if changes occur to zones
Bannockburn is the growth area. Increasing population brings increased crime. Do not support infill or 4000sqm lot sizes
Need shopping centre. Do whatever keeps land prices high
No comment
Need public transport. Secondary school is required in Bannockburn. Inverleigh is isolated even from Bannockburn
Would welcome opportunity to subdivide whilst maintain the ambience of the community. Need to reduce the current acreage requirements.
No supermarket
Do not lose Inverleigh small town feel. Consider town's heritage do not allow to many subdivisions on too small lots. Do not want Bannockburn
Interested in subdividing our property. Would like lot size less than 1 ha
no comment
Relocate tennis courts to rec reserve allowing the school to expand. Kinder at capacity, Childcare services required
no comment
no comment
no comment
no comment



No greenfield housing already have 2 large new estates
Appreciate existing services and care to see them remain the same size. Further subdivision will threaten our way of life. Increased amount of young families would benefit from larger skate park and new bike track
Don't over populate Inverleigh
Do not subdivide under 4000sqm
Council needs to improve services and allow commercial development before allowing for population growth
Don't want Inverleigh to get bigger. Bigger = issues with crime, traffic
Would not support subdivision smaller than 2 acres. No subdivision of existing blocks. No suburb for Inverleigh - would destroy real foodie/ tourism opportunities
no comment
Inverleigh is unique, smaller blocks will not fit with the current or proposed demographic. Murghebuloc tip needs to be discussed transparently with Inverleigh residents, Vic Rds and TAC - untenable to have in our community
Do not support future population growth
Charming safe community, comfortable raising my children there.
Do support future growth, but must be a limit. Infrastructure needs to grow at same rate, school needs more space to expand, need more shops
Don't want densely population as Bannockburn. 400 kids at school - no room for them to play. Concerned Inverleigh will lose its Daylesford appeal. Do not support the introduction of sewerage.
Future growth dependent on exposure to natural hazards, current development is greater than 1km from school/kinder/shop we are car dependant for daily tasks. Future development west Common Rd likely to require additional river crossing by car or pedestrian



no comment
Support controlled aesthetic landscaped subdivision on the Geelong side of Inverleigh. Larger 1ha lots can encourage storage and hoarding
Keep large lots
Growth is inevitable, but prefer a minimum lot size of 2.5 acres (10,000 sqm) for new subdivision. Not small lots like Bannockburn
Change Farming Zone to allow subdivision to 20-50 acres in size, to increase values, biodiversity, range of farming pursuits and local produce.
Identify areas for future retail and industrial development. Suggests the Highway, abutting Hopes Plains Road. Sewerage should be implemented now to accommodate expansion. Existing structure plan suggests drought proofing all sporting facilities. Inverleigh Golf Club needs water to protect its long term future. Track into the free camping area (east of town) requires attention.
Inverleigh shouldn't become like a suburb, Preserve its heritage and presentation
Don't expand town boundaries

End of survey results.


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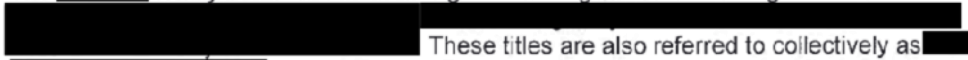
9th October 2019


Laura Wilks
Strategic Planning Team Leader
Golden Plains Shire Council
PO Box 111
Bannockburn Vic 3331
Via email: enquiries@gplains.vic.gov.au


RE: Submission to Amendment C87gpla

Dear Laura,

The  family owns land in Inverleigh containing ten titles totalling 43 hectares



These titles are also referred to collectively as 

 This land is in the area identified as Future Investigation Area in the exhibited Inverleigh Framework Plan.

We commend the Golden Plains Shire for the considerable work undertaken to-date on the Inverleigh Structure Plan. The plan is an excellent blueprint for the future of Inverleigh and will greatly assist in enhancing the lifestyle of existing and future residents.

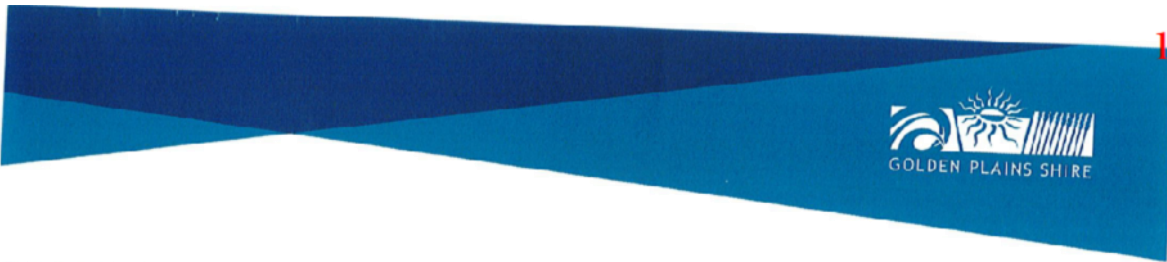
We support the amendment and the Structure Plan document. In particular, we strongly support:

- The removal of the minimum lot sizes of 1-4 hectares from areas zoned or earmarked for Low Density Residential Zone so that the minimum lot size defaults to the State Planning Policy minimum of 0.4 hectares;
- Identifying the area west of Phillips and Riverview Roads as a Future Investigation Area for residential growth.

We wish to have the opportunity to participate in the forthcoming panel process and receive communication regarding panel hearing dates.

Yours sincerely,





AMENDMENT C87gpla – INVERLEIGH STRUCTURE PLAN SUBMISSION FORM

PLEASE PROVIDE YOUR DETAILS BELOW

Name: [REDACTED]

Address: [REDACTED]

Contact telephone number: ... [REDACTED]

Email: ... [REDACTED]

PLEASE PROVIDE YOUR SUBMISSION BELOW:

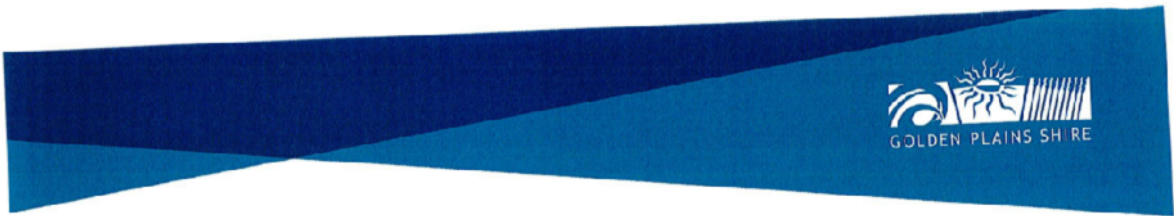
See attached submission
and attachments A, B, C, D, E, F, G, H, I

☎ 5220 7111

📮 PO Box 111, Bannockburn VIC 3331

🌐 goldenplains.vic.gov.au

✉ enquiries@gplains.vic.gov.au



A large rectangular area containing approximately 25 horizontal dotted lines, intended for handwritten notes or a signature.

***Please attach additional pages as necessary**

Signature..  Date 9/10/2019

☎ 5220 7111

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@ enquiries@gplains.vic.gov.au

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Submission: Loss of faith in Golden Plains Shire and Amendment C87 best interests

I am opposed to elements of Amendment C87 to the Golden Plains Planning Scheme because the Golden Plains Shire has not performed to a standard that instils any faith in its capacity or will to represent the Inverleigh community into the future.

I favour sustainable and safe development in Inverleigh and the establishment of town boundaries and see the benefits of sustainable population growth. The Shire's rationale for amending the planning scheme to align with the definitions of the Victorian Planning Provisions is appropriate, and the areas for rezoning included in Amendment C87 is in response to demand for development. Nonetheless I believe there are deficits in what underpins the content of Amendment C87 to the Golden Plains Planning Scheme.

The Golden Plains Shire does not have a track record in the Inverleigh community of consulting in any meaningful way, of listening, and of putting the interests of the Inverleigh community above that of other projects in the shire.

According to the March 2013 Golden Plains Local Government Inspectorate Report, "Good governance is important for several reasons. It not only gives the local community confidence in its council, but improves the faith that the elected members and officers have in their own local government and its decision making processes. It also leads to better decisions, helps local government meet its legislative responsibilities and importantly provides an ethical basis for governance."¹

I have lost confidence in the internal governance of the Golden Plains Shire and its capacity to implement the objectives and strategies of the Inverleigh Structure Plan and those listed in Amendment C87 to the Golden Plains Planning Scheme, specifically 21-07-5, in the best interests of Inverleigh and its future.

My position is based on the following information in regards to 1) the quality of the Inverleigh Structure Plan, 2) the Golden Plains Shire's track record in Inverleigh of poor planning and stewardship, 3) concerns for the staging of development to meet the stated moderate growth goal of about 27 homes per year, 4) Local Government Inspectorate Report March 2019, 5) lack of transparency of agency/developer contributions, 6) failure to rezone as part of Amendment C87 the Inverleigh Flora and Fauna Reserve, 7) the inadequacy of community notification of the alignment of the proposed new clause for Inverleigh Local Planning Policy Framework, 8) poor performance in the 2019 State-wide local government survey and 9) protection of Aboriginal cultural sites.

1. Process for seeking community feedback on Amendment C87 and the labelling of the process as the Inverleigh Structure Plan

- The submission form is titled – *Amendment C87gpla – Inverleigh Structure Plan*, which has added an unnecessary level of confusion to community members who were of the belief the structure plan was being amended or was still in draft, which was and is not the case.
- The Inverleigh Structure Plan 2018/2019 (date varies throughout the Golden Plains Shire documents) is approved. Amendment C87 is noted to support the Structure Plan and the Planning Policy Framework.
- The Explanatory notes state compliance with the Clause(s) but there is a lack of definition and detail of how Amendment C87 actually complies, rather an overuse of expansive and passive action statements such as, "There is no public transport to Inverleigh², however Amendment C87 seeks to promote a housing market that meets the needs of the community" and "Amendment C87 is consistent with the broad principles of biodiversity protection and retention of existing native vegetation".
- Amendment C87 Inverleigh specific changes in Clause 21, reduces the objectives from 6 to 5, and the strategies from 38 to 14. The rationalizing of the planning document may be in line with Victorian Government advice; however it does not appear to align with the Structure Plan. The Structure Plan has 19 principles (pages 49 – 57), 33 objectives and 49 strategies. The reduction of the objectives and the strategies by over 50% effectively removes protections for the community in the operationalizing of the Structure Plan. The clear intent of Amendment C87 is rezoning for development and reducing the minimum lot size.

¹ Local Government Inspectorate Report March 2013, page 7.

² Of note, there is a Friday return bus from Inverleigh to Geelong of very short duration.

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- The Amendment C75 Panel accepted the argument against the deferral of Amendment C75 because the amendment conformed with the then existing structure plan (2005)³.
- The conformity of Amendment C87 with the Inverleigh Structure Plan 2018/2019 is untested.
- Amendment C87 also removes any reference to policy guidelines, application of zones and overlays or implementation and further strategic work. It is not clear where this information will appear in planning documents available to residents of Inverleigh once development overlays are removed.
- I have concerns arising from the complete removal of strategies related to The Inverleigh Fauna and Flora Reserve. The area is managed by Parks Victoria, however the decisions and impacts of Amendment C87 approval will affect this area and vice versa.
- It is also unclear why the Golden Plains Shire in its stated goal of reassuring the Inverleigh Community of its future, that it has chosen to not address the rezoning of the northern area of the Inverleigh Fauna and Flora Reserve from farming zone to align it with the rest of the Reserve which is zoned as public conservation and resource zone.
- The Structure Plan lists the Inverleigh Community Plan as a key reference point in strategic plans and representation of the community's priorities, however it is a 2013 document, is therefore 6 years old and was, according to the document itself, to be updated every two years (page 6). There is no evidence there has been an evaluation of priorities met or of their ongoing relevance.
- The map included in the Structure Plan is incorrect and Inverleigh local residents have already met with Golden Plains Shire strategic planning staff, in an attempt to point out the factual errors and request corrections. It is a reasonable expectation that the approval of Amendment C87, in the context of the explanatory notes stating a new Inverleigh Structure Plan will not occur for another 15 years and will likely only be triggered by a lack of available land for further development, be based on a factual accurate Structure Plan.⁴
- The inadequacy of the community notification of the alignment of the proposed new clause for the Inverleigh Local Planning Policy Framework. It is noted on the Golden Plains Shire website at the bottom of Amendment C87 Explanatory notes that, "The Local Planning Policy Framework (LPPF) is currently under review and there is potential that the changes from the LPPF review will coincide with changes resulting from Amendment C87 gpla. A draft of the proposed new clause for Inverleigh under the LPPF review is provided below."⁵ Reference to policy guidelines, application of zones and overlays and further strategic work is not included as is clarity about community feedback.

2. A track record of poor planning and stewardship

- Inverleigh Streetscape was an urban/suburban design completed by MESH, the same company who completed the development feasibility study⁶ referred to in the Inverleigh Structure Plan. The streetscape plan was set aside following a coordinated community pushback and forced consultation and is yet to be removed from the Structure Plan⁷, refer Attachment A.
- The streetscape plan was not developed in consultation with the Inverleigh community and included design changes that lacked any common sense or reflected the activities that make up Inverleigh. Examples include farming equipment being unable to move along the Hamilton Highway; the wind turbine transport from Corio Quay not being able to park or move safely along the Hamilton Highway, and reduction of the truck, transport and tourist van parking.
- Most importantly, this streetscape plan was not funded, was best described as aspirational and the plan development cost upwards of \$70,000. Money that could have been directed to fixing drains and roads and general maintenance which has not been maintained to standards for years⁸, refer Attachments B.

³ Golden Plains Planning Scheme Amendment C75 Panel Report 28 March 2018, page 13.

⁴ www.goldenplains.vic.gov.au/sites/default/files/C87gpla%20Explanatory%20Report.pdf

⁵ www.goldenplains.vic.gov.au/sites/default/files/C87gpla%20Explanatory%20Report.pdf Strategic planning page - www.goldenplains.vic.gov.au/residents/my-home/planning/strategic-planning, downloaded 30 September 2019

⁶ Inverleigh Structure Plan - Development Feasibility Study Package - Attachment K.

⁷ Strategic planning page - www.goldenplains.vic.gov.au/residents/my-home/planning/strategic-planning, downloaded 30 September 2019

⁸ Golden Plains Shire confirmed minutes 23 July 2019.

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- Very recently the Golden Plains Shire has requested community input into the Inverleigh Works Plan via a survey on social media and its website giving the community opportunity to identify 1) potholes of concern, 2) select between recycled plastic bollards, seats or treated wood and 3) if we want a bike rack. It goes on to say:

To deliver significant improvement to drainage in the Inverleigh Streetscape would require structural infrastructure such as kerb and challenging [sic]. During the community consultation in March, survey respondents clearly stated [sic] they did not want major infrastructure changes in downtown Inverleigh. Within the current annual road and drainage maintenance program budget, Council will complete a routine clean out of the drains in downtown Inverleigh in 2019.

- I believe that this is not an accurate reflection of the community consultation regarding drainage, which included fixing the worst areas of the drains, refer Attachment C. A clean out of the drains as part of the maintenance program should have long been a routine maintenance scheduled task which was completed, and it has not been. I admit however it is an actual promise of action when compared to the streetscape plan, which was unfunded, aspirational and inappropriate.
- The open drains and repeated flooding on parts of Common Road since earlier greenfield development⁹ could have been reduced if compliance with the *Infrastructure Design Manual*, which the Golden Plains Shire signed up to in 2013, was required as part of the development plan, associated schedules and enforced prior to compliance certification.
- The corrective action undertaken by Golden Plains Shire to fix the open drains and flooding on parts of Common Road does not comply with the *Infrastructure Design Manual*, results in pooling for longer than recommended, was inadequately completed¹⁰, and not risk assessed¹¹ because there was not enough money. The current community response and concerns over safety would have been avoided, refer Attachments B and D.
- The Golden Plains Shire includes the *Infrastructure Design Manual* as a reference document. According to the Golden Plains Shire, "Reference documents provide background information to assist in understanding the context within which a particular policy or provision has been framed. Reference documents have only a limited role in decision making as they are not part of the planning scheme. They do not have the same status of incorporated documents or carry the same weight."¹² This allows the Golden Plains Shire to not meet the requirements of the *Infrastructure Design Manual*.
- The Schedule 16 to Clause 43.04 Development Plan Overlay for Hopes Plains Road is the only Schedule to date that has included the requirement for compliance with the *Infrastructure Design Manual*, which may suggest some improvement in expectation from the strategic planning staff and commitment by the Golden Plains Shire.
- Inadequate planning and costing of infrastructure requirements associated with new subdivisions, and specification of developer contributions resulted in \$300,000 being diverted (following Ministerial approval with Council deeming there was no higher priority applicable under the Country Roads and Bridges program) from the allocated funding share under the Country Roads and Bridges program to pay for the shortfall for the roundabout in Bannockburn, which was noted by VicRoads to be directly attributable to the Golden Plains Shire's lack of planning, "56. (i) VicRoads have also stated that the current traffic volumes at the intersections are primarily due to the extensive residential developments in Bannockburn, for which Council should have planned better in terms of developer contributions to fund expected infrastructure."¹³
- The lack of maintenance and improvements to roads in Inverleigh and district is reflected in its 2018 Customer Satisfaction Survey results of unsealed roads, sealed local roads, community decisions, consultation and engagement and lobbying identified as the areas for focus and improvement¹⁴.
- The Structure Plan is in the main unfunded and Golden Plains Shire has not provided detail or strategic planning in how it will secure or work with the community to secure the funding.

⁹ Golden Plains Planning Scheme Amendment C74 Panel Report sections 4.3 and 4.4.

¹⁰ Infrastructure Design Manual sections 12.9.2, 20.3.3, 20.3.4, 20.3.5.

¹¹ Golden Plains Shire minutes 23 July 2019.

¹² Golden Plains Shire website downloaded 4 October 2018.

¹³ Golden Plains Shire minutes 28 January 2014.

¹⁴ J006-43 Customer Satisfaction Survey 2018 – Golden Plains Shire, page 14.

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- The Inverleigh Community Plan 2013, listed short term priorities for the community which included a focus on roads, parking, drainage, walking tracks etc. Some have been achieved, however some of the basic priorities such as the school crossing improvements; drainage works to fix clogging and outflow from the primary school have not. School children still on wet days have to walk around flooded paths at the school crossing.
- My confidence in adherence to the spirit of reasoning in approving Amendment C74 by the Panel is low. According to the Panel report, the objections were rejected in relation to bushfire and gave the following rationale:
 - However, under Clause 32.03-3 (Subdivision), the minimum lot size defaults to the Schedule to the zone, which for Inverleigh refers to the ISP, which designates lots sizes of 1 to 2 hectares¹⁵.
 - The policy requires buffer zones around future subdivisions close to the Inverleigh Nature Conservation Reserve and Inverleigh Golf Course and vegetation management with a minimum lot size of 2 hectares for lots adjacent to these areas¹⁶.
 - The Amendment is supported by strategic directions in the Golden Plains Planning Scheme for the site to be rezoned and developed for low density residential development. The current minimum lots sizes under the low density residential zone (LDRZ) of 1 to 2 hectares (2.5 to 5 acres) allows the site to be developed in a manner that reflects the character and amenity of Inverleigh. The application of the Development Plan Overlay Schedule 16 (DPO16) will guide how the site can be developed in a manner responsive to bushfire risk and stormwater management¹⁷.
- The Panel noted:
 - The Amendment (C74) does not propose to alter the Schedule to the LDRZ hence low density residential subdivision, under the Amendment, is limited to 1 to 2 hectares. These limits reduce the extent of population growth that might be exposed to bushfire risk. They also allow space on lots and between dwellings in subdivision design to manage vegetation and put in place appropriate bushfire protection measures.¹⁸
- According to the Golden Plains Shire¹⁹ the Amendment C74/Schedule 16 development plan is yet to be received.
- It is unclear if the minimum lot size reduction to 0.4 hectares will enable the building of lots in this subdivision that are outside of the Panel's recorded 1 - 2 hectare lot sizes that afforded a protection that would reduce the extent of population growth that might be exposed to bushfire risk etc.
- It is also a fact that the lot size of 1 – 2 hectares is not clearly articulated in Schedule 16 to Clause 43.04 of the Golden Plains Shire Planning Scheme, refer Attachment E.
- It is not unreasonable for me to believe that a delay in submitting the development plan may include some intent to take advantage of the Amendment C87, 0.4-hectare minimum lot size, which would undermine the Panel's rationale for deciding bushfire safety would be ensured by lot sizes of 1-2 hectares. I do not know that this is the case, but if it is it suggests an abject disregard for the safety of the Inverleigh community.

3. Staging of development

- A staging plan is required as part of a development plan prior to obtaining a permit however there is no clear staging plan for Inverleigh over the life of the structure plan which would support the Golden Plains Shire's position that decisions will not be made in isolation without regard to the big picture²⁰. The Inverleigh Structure Plan identifies the goal for growth over a 15-year period (which aligns with

¹⁵ Golden Plains Planning Scheme Amendment C74 Panel Report, page 11.

¹⁶ Golden Plains Planning Scheme Amendment C74 Panel Report, page 18.

¹⁷ Golden Plains Planning Scheme Amendment C74 Panel Report, page 1 and 10.

¹⁸ Golden Plains Planning Scheme Amendment C74 Panel Report, page 22.

¹⁹ Email from Senior Strategic Planner Golden Plains Shire in confirming the EPA Contamination Report was part of the Schedule 16 which was yet to be received, dated 26 September 2019.

²⁰ Inverleigh Structure Plan 2018/?2019 – page 5.

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Victorian Planning Provisions 11.02-15) and a forecast of dwellings over 20 years at about 27 new houses per year.²¹

- The requirement for residential land is across the whole of the Golden Plains Shire and Inverleigh is assigned 525 lots proposed through Potential Growth Areas 1, 2 and 3 with unknown additional numbers through Potential Growth Areas 4, 5 and 6. The subdivision at 385 Common Road was rezoned in Amendment C75 from farming to low density residential and expression of interest is already underway. Hopes Plains Road was rezoned from farming to low density residential in Amendment C74 and the development plan and Schedule 16 requirements are yet to be submitted.²²
- This situation will provide the opportunity for agency/developer(s) to be building across both new subdivisions and releasing land at rates greater than the stated moderate goal of (about) 27 new homes per year.
- I do not have confidence that the Golden Plains Shire has the ability, will (it needs to raise revenue) or capacity to resist developer(s)/agency's pressure and through approval permits, limit the predicted growth to the stated moderate population growth of about 27 new homes annually for the life of Amendment C87 and Structure Plan. Based on the low level of general accessibility of development plans (public display is not required in Victoria, however they are normally available onsite and in business hours at the Shire Offices upon request), 173 agreements and reporting of compliance at certification by the Golden Plains Shire, the ability of the Golden Plains Shire to achieve the C87 Amendment Infrastructure and Service Strategies 5.1 and 5.2 is low.²³
- The Structure Plan lists non-monetary infrastructure upgrades required for the continued growth of Inverleigh in Developer Contributions (5.11). There is no transparency of, or a plan based on a formula or evidence-based definitive costing model that gives any indication that the Golden Plains Shire has a timeline for achieving these or that the need for them is linked to the number of dwellings built each year. For example, the upgrade to the Common Road/Hamilton Highway intersection is a priority in the Inverleigh Community Plan 2013, the 2005 Inverleigh Structure Plan and is noted in the current Structure Plan as a developer responsibility for Potential Growth Areas 1 & 2 (page 60) and 3 (page 61).
- The Structure Plan includes, "Transport for Victoria advised that in regard to roads, the intersection of the Hamilton Highway and Common Road requires an upgrade. Further development of land along Common Road must include an upgrade to this intersection to cater for its increasing catchment" (page 30).
- I am not entitled to know as a member of the community when this is to occur, or if it is on a "project" or operational plan for this to occur. The Structure Plan states, " Before Council will consider any rezoning of land between Hopes Plains Road and Common Road, an agreement must be made determining the funding arrangements by landowner(s)/developer(s) for the construction and sealing of Hopes Plains Road (page 60)" yet amendment C75 rezoned 385 Common Road and Schedule 15 to Clause 43.04 Development Plan Overlay only includes "A traffic assessment that addresses the traffic that will be generated from the development of the land, how this will impact the local street network and what, if any, mitigation measures are required." The traffic assessment suggested a 7.5.2 Urban Channelised T-junction – Short Lane Type CHR(S)²⁴ and does not go so far as to comment on impacts on local street networks.
- I am expected to trust the Golden Plains Shire will abide to needs and ensure the upgrade is achieved however whether this is to occur after one year, coincide with initial development or by certification (which given the one subdivision is noted to be in 3 stages with 5 future stages and about 137 dwellings, approximately 51 dwellings in initial stages) could be years in achieving the upgrade.²⁵
- Schedule 16 Clause 43.04 Development Plan Overlay, for Amendment C74 Potential Growth Area 2, does include the requirement for, "The construction of upgrade treatments at the intersection of Hopes Plains Road and the Hamilton Highway prior to the issue of Statement of Compliance for the first stage

²¹ Inverleigh Structure Plan, page 38, "Planning is required to ensure there is sufficient land available to meet forecast demand and to plan to accommodate projected population growth over at least a 15-year period providing clear direction on locations where growth should occur."

²² Golden Plains Planning Scheme Amendment C75 Panel Report 28 March 2018.

²³ Golden Plains Planning Scheme 21.07-5, page 18 Amendment C87 proposed changes.

²⁴ VicRoads Supplement to Austroads Guide to Road Design – Part 4 Rev. 2.2

Golden Plains Shire Confirmed Minutes attachment: Item 7.7 – AH.2 25 June 2019.

²⁵ Golden Plains Shire Confirmed Minutes attachment: Item 7.7 – AH.2 25 June 2019.

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of subdivision. The payment of a \$95,000 contribution for the maintenance of Hopes Plains Road prior to the issue of Statement of Compliance for the first stage of subdivision. This is clearly a much-improved operationalizing of the objectives and strategies of the Structure Plan however it is unclear how the sum of \$95,000 was reached. Was this a sum arrived at based on thorough costings, will it provide maintenance of the road for one year, two years, the life of the subdivision or the life of the Structure plan? If not, will cost move to the residents or simply, as is the experience to date, be left in a poor state or diverted elsewhere²⁶.

- A similar lack of transparency of thinking and of consultation with the community and other agencies is the predictable impact of Amendment C87 on the kindergarten and primary school. The Structure Plan solution to the lack of onsite expansion land is to split the school campus because it appears to be the most convenient solution. It is an unsound, unsafe and unimaginative option. For example, requiring a developer to build tennis courts at the Inverleigh Reserve and free up the land next to the school which the community and school could support and work toward establishing expansion with the responsible agencies, would achieve two of the strategies of the structure plan and the Amendment C87, being consolidation of development within the town centre, including community and social facilities and resolve the school's constraints in terms of enabling growth (page 43 of Structure Plan).

4. Inspectorate Report

- The Local Government Golden Plains Shire Inspectorate Report March 2019 Identified 1) the CEO had not had a performance review since 2017, 2) that there was no objective auditing of individual staff use of procurement cards, 3) identified Councillors had not met their legislative requirements for interest returns, 4) the stated governance oversight of councillor expenses and reimbursements by the CEO was not supported by objective auditing, 5) that community grant assessments were being completed but by whom was not known, 6) there was non-compliance with the Public Records Act/document keeping including digital and non-digital, and 7) compliance with the council procurement policy and Section 186 of the Act including no list of contracts, and tender panel members not being those who completed the assessments, lack of signed confidentiality and conflict of interest declarations, or appropriate delegate sign off.
- Regards procurement practices, the report is particularly clear about the Golden Plains Shire's suboptimal practices including a request made to council some four months prior to the report date for the provision of a list of lump sum contracts awarded by council in excess of \$25,000 for the previous two-year period that could not be provided by the Golden Plains Shire. The August 2018 Response has completed most of the recommendations to date²⁷, which should translate into improved governance of its internal processes and accountabilities.
- Nonetheless, as recently as 24 September 2019, the unconfirmed minutes record the instrument of delegation (embedded in the procurement policy dated 24 September 2019) was changed to allow the CEO's financial limitation under the delegation be doubled from \$200,000 to \$400,000 for awarding a single item/contract. The motion was a 3:3 councillor vote, with the Mayor casting his vote in favour of the motion and then exercised his casting vote to carry the motion.²⁸
- The support for this decision was in part attributed to the improved and recent internal procurement processes and policy development (also dated 24 September 2019) following the inspectorate report recommendations which have not been in operation for any length of time and have not been evaluated as effective.

5. Developer contribution oversight and transparency

- The Golden Plains Shire's policy for guiding the collection of development contributions does not have any formal Infrastructure Contributions Plans (ICP's) or Development Contributions Plans (DCP's)²⁹, rather working within a 173 Agreement. My concern is not the use of the 173 Agreement to secure

²⁶ Golden Plains Shire Confirmed Minutes 23 July 2019.

²⁷ Golden Plains Shire Response to the Inspectorate Report:
www.goldenplains.vic.gov.au/sites/default/files/Council%20Response%20-%20Progress%20Report%20-%20August%202019.pdf

²⁸ Golden Plains Shire unconfirmed minutes for 24 September 2019 downloaded on 30 September 2019.

²⁹ Golden Plains Shire Annual Report page 104.
www.goldenplains.vic.gov.au/sites/default/files/GPSC%20Annual%20Report%202018_19.pdf

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infrastructure and development contributions outside of a schedule but as this agreement is subject to seal, it is not a transparent process. Councils that use a Development Contribution Plan report to the Minister and this is tabled in Parliament³⁰, refer Attachment F.

- Reporting on the content and compliance with 173 Agreements at certification is not available unless under a Freedom of Information application, refer Attachment G.
- The reasonableness of the level of influence of landowner(s)/agencies on the decision-making of the Golden Plains Shire is unclear.
- The Golden Plains Shire Policy Manual Development Contributions (10.4) states all funds are deposited into an account and maintained as part of discretionary component of Retained Earnings, refer attachment H.
- According to the policy, the last review was in May 2016 (as opposed to an amendment) in response to the State Government's desire to reduce complexity, increase transparency and standardize levies across a range of development settings³¹. The minutes include, "This policy will provide an interim measure until the development of an Infrastructure Contributions Plan for Council is formalised." There is nothing to suggest this has been completed or a formal decision made not to complete it.
- The lot costings are unchanged since 2016. Given the cost of land in Inverleigh has increased markedly since that time, and it is reasonable to estimate that 0.4 hectare lots could result from the Amendment C87 rezoning, and that there would be more lots resulting in increased profit for the owner(s)/agency³². It is also reasonable that the Golden Plains Shire Policy Manual Development Contributions cost per lot be reviewed regularly to reflect this increase in predicted profits.
- Reporting of development contributions is via the Auditor General audit for the annual report and reports culminative figures only. It therefore remains that the Inverleigh community is unlikely to know what has been asked for, when and whether at the certification point the agreement was complied with or if any monetary contributions were actually spent to directly benefit the Inverleigh community or directed elsewhere.
- The Golden Plains Shire has the power and option to improve the communication of information about agency/developer(s) contributions types and outcomes.

6. Failure to rezone as part of Amendment C87, the Inverleigh Flora and Fauna Reserve

- In meeting the needs for residential land and development, the Golden Plains Shire has amended land from farming to low density residential, has removed objectives and strategies (other than fire related) for any consideration of the Inverleigh Flora and Fauna Reserve which is a significant part of the lives of the residents of Inverleigh and many visitors.
- The Golden Plains Shire claims it is in the interest of the Inverleigh Community to be assured of its future, that the areas of growth and the logical sequence will all be clear through rezoning and establishment of a town boundary.
- There is an apparent lack of will by the Golden Plains Shire to rezone the northern part of the Inverleigh Flora and Fauna Reserve from farming to public conservation and resource zone in line with the southern part of the Inverleigh Flora and Fauna Reserve.
- Rezoning this land as part of Amendment C87 would be appropriate and go some way to instilling some confidence that the Golden Plains Shire has listened and realised priorities for the community of Inverleigh.
- The public conservation and resource zone (Clause 36.03 Planning Practice note 42 – Applying the Rural Zones - Planning Schemes) includes, "This zone provides for places where the primary intention is to conserve and protect the natural environment or resources. It also allows associated educational activities and resource-based uses." The Inverleigh Flora and Fauna Reserve has registered critically endangered flora.

³⁰ www.planning.vic.gov.au/policy-and-strategy/development-contributions

³¹ Golden Plains Shire Minutes 24 May 2016 downloaded 4 October 2019.

³² www.ahuri.edu.au/__data/assets/pdf_file/0018/2097/AHURI_Final_Report_No140_Counting-the-costs-planning-requirements,-infrastructure-contributions,-and-residential-development-in-Australia.pdf

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7. Poor performance in the 2018 local government Customer Satisfaction survey

- My concerns about the capacity of the Golden Plains Shire to support and represent the community of Inverleigh equitably and appropriately, is supported by the Customer Satisfaction Survey 2018 Golden Plains Shire which concluded, "Golden Plains Shire Council's performance on most measures is in line with average ratings for Large Rural Group. However, in the areas of overall performance, Council performs significantly lower than the group average" and "Golden Plains Shire Council's performance is significantly lower than State-wide averages for councils across all core measures."³³

8. Protection of Aboriginal cultural sites

- The Golden Plains Shire states it works with Aboriginal Affairs Victoria and local co-operatives to identify Aboriginal cultural heritage sites and determine areas of high or low archaeological sensitivity.³⁴ The Golden Plains Shire supported a Heritage review which was "settlement" specific and has a comprehensive list of registered sites and the Structure Plan and Amendments reflect the intent to protect and maintain it with a Heritage Plan and register³⁵.
- Regards Aboriginal Cultural Heritage, the Golden Plains Shire does not have a comparative shire or even district wide approach. The Golden Plains Shire Amendment C87 places the requirement for the safe keeping and identification of these sites with each landowner/developing agency (which risks inconsistency in approach and a narrow focus), by way of an overlay on each piece of land. Landowners (often along with lifestyle changes) and developer(s) are unequivocally focused on making a profit and there is no evidence the best interest of the traditional custodians and the safekeeping of these sites has been met through overlay requirements.
- There are approximately 20 Aboriginal sites recorded previously in the Inverleigh area and are registered with Aboriginal Affairs Victoria (AAV) however the details and information are not readily available nor has there been a mapping of potential additional sites.
- Inverleigh is subject to an extensive Aboriginal cultural significance overlay, refer Attachment I.
- As part of the 2005 review of the Inverleigh Structure Plan it was recommended that 1) a survey and report regarding important Aboriginal cultural heritage sites should be undertaken, 2) for planning purposes, an archaeologist should be engaged to undertake a desktop assessment, 3) that known sites would be presented on a map and the information used to highlight zones of high or low archaeological sensitivity, 4) that subsequent archaeological investigation would be field survey of areas proposed for development and include consultation of the Wathaurong Aboriginal Cooperative, 5) that appropriate measures should be undertaken to ensure new development does not adversely impact on such sites and 6) a cultural heritage assessment could be a requirement of a Development Plan Overlay on any sites proposed to be rezoned and developed (this appears to have been actioned by the Golden Plains Shire).
- The C75 amendment rezoned 385 Common Road, which is part of Potential Growth Area 3 and includes four of the registered Aboriginal sites and is believed to be the site of a conflict in which Aboriginal Peoples died³⁶.
- The Flora and Fauna Reserve and Potential Growth Area 6 also have registered sites.
- Planning Practice Note 37, Rural Residential Development specifies any proposal must include an adequate assessment of the locality's landscape and heritage values and the potential for impacts, or that landscapes or places classified by the National Trust of Australia or included in the Victorian Heritage Register or registers maintained by the Office of Aboriginal Affairs Victoria or the Australian Heritage Council must not be proposed for rural residential development without consultation with those organisations³⁷. There is no evidence this takes place **prior** to a proposal or amendment, including those approved through Panel review - C74, C75 and the current Amendment C87.
- The development overlay only requires an owner/agent to complete a review of greenfield to a specific subdivision and not that bordering on or impacted by the development/subdivision. For example, there

³³www.goldenplains.vic.gov.au/sites/default/files/J00643%20CSS%202018%20Golden%20Plains%20Shire%20Council%20Report.pdf

³⁴ Golden Plains Planning Scheme 21.07-5; 21/12/2017 C76.

³⁵ www.goldenplains.vic.gov.au/residents/my-home/planning/heritage-planning

³⁶ Lonsdale, Joan *Gateway to the West*, Inverleigh progress Association, 1978, page 5.

³⁷ www.planning.vic.gov.au/resource-library/planning-practice-notes

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is no evidence the proposed positioning of the biolink for 385 Common Road or the planned river front walkways etc was informed by an understanding of the cultural significance of the Inverleigh area, or the areas bordering on the developments and any registered sites.

- The Planning Practice Note 45 states:
 - A request to rezone land does not trigger a requirement to prepare a CHMP. A preliminary cultural assessment is strongly recommended at this stage to identify any relevant constraints and opportunities that may assist in rezoning of land.³⁸
- There is no evidence any preliminary cultural assessment of all the Amendment C87 rezoning areas or of Inverleigh has been completed by the Golden Plains Shire.
- The C75 amendment rezoned 385 Common Road and the development plan was subject to and informed by a list of plans that did not include cultural significance plans or knowledge.

I believe strategies for increasing the confidence in the Golden Plains Shire to advocate for and meet the needs of the Inverleigh community by the rezoning in Amendment C87, but also in previous Amendments C74 and C75, should be considered as part of the approval and that these strategies include:

- The Golden Plains Shire correct the factual errors of the Structure Plan.
- The Golden Plains Shire rezone as part of Amendment C87, the section of the Inverleigh Flora and Fauna Reserve bounded by Inverleigh/Teesdale Road, Woolbrook Track and Bakers Lane, from farming to public conservation and resource zone.
- The Golden Plains Shire take responsibility for the oversight of and development of a proactive and Inverleigh district-wide approach to the safe keeping of areas of Aboriginal cultural significance that complies with Planning Practice Notes 37 and 45, and reflects the significant extent of cultural overlays in the Amendment C87 rezoned and Potential Growth areas.
- The Golden Plains Shire Policy Manual Development Contributions (10.4) be reviewed to adjust the cost per lot contribution and/or "in kind" negotiations, to reflect the estimated increased profit for owners/agency(s) from the Amendment C87 minimum lot size of 0.4 hectares rezoning.
- The Golden Plains Shire requires as part of greenfield subdivision and issuing of planning permits to communicate to the Inverleigh community:
 - Agreed upon timeframes associated with the subdivision developer contributor infrastructure outcomes and "in kind" agreements.
 - Report on an annual basis, developer(s) contributions obtained as part of a greenfield subdivision development in Inverleigh as a result of the rezoning associated with the Structure Plan for the life of the Structure Plan, and was it spent for the purpose for which it was obtained and to the benefit of the Inverleigh community.
 - Provide a public report at Certification and Statement of Compliance stages for each greenfield subdivision that identifies any changes to the planning permit, any failures to comply with the approved development/subdivision plan, post-market issues and any lessons to be learned to inform the next and following stages of the staged development of the rezoned land in Amendment C87 for the life of the Structure Plan or about 15 years.
 - Report annually the alignment of subdivisions to the logical, orderly sequence of growth and adherence to the goal of a moderate growth rate.

³⁸ A subdivision includes high impact activities as defined by the Aboriginal Heritage Regulations. Planning Practice Note 45 page 2.

Attachment B of A-I

7 ^{and} pages.

Facilitator: Catherine Gillespie

Facilitator – Scattered around the room a copies of plans of Options 1 and 2 and photocopies available at the front of the room.

Acknowledge presence of a number of people as well as local community members: Sarah Henderson, Richard Riordan and Bev McArthur visited but had to go to another meeting.

Introduced Councillors present. Cr David Evans was an apology.

Introduced CEO. Eric Braslis and Director of Assets and Amenities Greg Anders and other Council staff

Questions and Responses

John: In relation to the structure plan and in relation to this, the feedback the Community provided to Council was shared on the website, is that going to be the same for this process?

Facilitator: Yes I believe so. I will have that confirmed and get back to you

Jacob: Before we get to the hot spot, I will just cover off on some of the points Sarah raised about concerns about car parking and the functionality of the streetscape. First of all, the car parking with Option 1 on the north side it doesn't actually lose any car parking at all so it stays the same as it is right now. The only difference is that you actually do get the pedestrian crossing access as part of the design.

That's not correct we do lose car parks on the north side of the road

Jacob: In Option 1. So we've looked at that carefully and (*other person: Option 2 is the same*) they both retain the same number. If that is incorrect you can show me where. There is actually still space to potentially squeeze in more but it would mean less landscaping and potentially not having a safe area for pedestrians to cross so you might gain one more car park because I have specifically looked at that to make sure there was no car parking loss on the north side.

Facilitator: If you do still have concerns about the car parking it is certainly feedback you could provide for consideration.

Jacob: If that is correct I would certainly be concerned because I don't intend to reduce car parking on the north side and that would be a mistake.

On the question of pedestrian safety, I note that there is a shared bike path going right past the front door of the general store and we would have around 500 people a day going in and out through that door and you've got mums with prams, you've got toddlers, you've got the elderly with walking sticks, walking frames

Facilitator: We might leave this at the moment. We will give you a chance to raise that issue later

I was just saying that it's obviously not in the interests of pedestrian safety to have a bike path right outside the door of the general store

Facilitator: Yes definitely, thank you for that. We will take that feedback. We will put it to the panel but also happy for you to write that feedback down. Thank you.

I'd like to know who organised the grant.

Facilitator: We just want to let Jacob finish his presentation and then certainly open it up to questions.

I - A of 8 tramroad

Jacob: I'd just like to run through the rest of the car parking issues. The car parking in Option 1 and Option 2 show no car parking removal on the north side and the difference between Option 1 and Option 2 on the south side is one way car parking to achieve a total of 41 car parks. We are unable to determine exactly how many car parks are on the south side as car parking tends to be reasonably informal and people do tend to park under the trees at the moment. So what we have to work around is the green dash line you see on the plans is the tree protection zone that is the root system of the trees. If cars park underneath the trees in that zone then they will continue to be damaged. That was the real tricky part of balancing getting the number of car parks we want and we've tried to maximise the number of car parks as possible in greater options. So 41 in option 1 on the south side and 37 in option 2 with parallel parking. The reason for that is because of the tree protection zone we have to go to parallel parking. With the 2 way option you need a wider carriage way to support the turning movement of vehicles parallel parking so we can't actually get the car parking on the kerb side adjacent to the shops so in this area along here first you will notice in Option 1 you do get the parallel parking adjacent to the shops which is really great for convenient parking but unfortunately in option 2 we can't achieve that same parallel parking as it is needed for the swerve into the parallel park.

You will notice to protect the tree protection zone the carriageway moves further to the north it impacts the trees significantly – that is the real balancing act. If you look at the plans, we tried to maximise parking in both options so we do actually get more car parking. It makes sense if you think about it – if you go the one way you will actually have more space for car parking but less space with movement of traffic both ways.

Facilitator: I'd like to re-introduce the panel to you and if you have a question for a specific panel member I'd like you to announce that please.

Facilitator introduced panel members.

Jacob Peterson- MESH Consulting, Lead Project Consultant

James Dear – One Mile Grid Senior Engineer (Traffic Engineering Consultant)

Krystle Wittingslow - Regional Roads Victoria, Team Leader Road Safety & Traffic Engineer

Greg Anders – Golden Plains Shire, Director Assets and Amenity.

Question for Jacob. *You have an urban design background, what expertise do you have in rural design?*

Jacob: As I said at the outset I actually started out in rural Australia so actually the park in Bannockburn was my first ever project - it just a concrete park for the market not what you can see today that is a whole other project. Mesh is based in South Bank. The reason for this is that we all the broader regional Councils so it's a central place for us to work from.

Facilitator: The Council has engaged each of the businesses to do this work for them. We are here to actually get feedback about Options 1 and 2 and about receiving that feedback for Council. You are very welcome to give that feedback. The consultants have already been engaged.

Stewart: Resident here for about 6 years: I think the thing that worries us, going around the town I haven't heard of anybody, anybody speaking in favour of the proposals. It really is, I think, we just don't feel we've been consulted and there hasn't been any money for it and further more when you talk to people they say money needs to be spent on other places so there's that and lack of consultation that really is disappointing the community and the Council needs to hear that. We don't feel that we've been heard and consulted properly.

Facilitator: In response, that is what this evening is for. Council has received the feedback that you haven't felt heard have put on this evening to reopen that consultation process and get feedback from you.

Facilitator: Stewart, you said something about not having money?

Stewart: My information was that the Council doesn't have money and they were going to apply to get it funded. They don't have the money to do it.

Greg Anders: That is correct. Council does not have any specific funds set aside for this project as a Council contribution. The plan from here is to have Council decide at the May meeting on the concept plan. I have a budget bid in for the 19/20 financial year to then fund all the final survey, design, specification preparation work that will then enable us to undertake very accurate cost estimates for what the project would cost to deliver in stages, so we don't know what the total project cost will be yet. That will come later and clearly if we were to implement all that you see in either Option 1 and 2 it will be a very expensive project and there would no way the Council could undertake it other than in progressive stages as resources allow.

What's going on then?

John: I've lived in Inverleigh for 4 years. I'm a lawyer by profession. In 35 years I deal on a daily basis with the devastating injury and disability consequences of road accidents. I've also been a member of the College of Road Safety for more than 20 years. Now, I've got 2 questions.

The first relates to the evidence and data supporting the need for either of the options in now the fourth version of the plan for High Street and the second question relates to the road safety concerns and evidence about the interface between the Hamilton Highway and turning processes for vehicles exiting the service roads. The right hand turns are marked quite clearly. I requested some information in 2018 none of which revealed any defects in High Street that required a need for repair. There have only been 2 known incidents of minor slip and trips recorded in those years, there appears to be no nationally accepted road safety audit done in respect of this process or if there has there appears to have been an ambivalent answer about it. We as a community wanted to retain our own engineer to get a considered professional feedback about this so it was a meaningful discussion but our own engineer can't do this in the absence of data and in the absence of a statutory and proper road safety audit that complies with the Australian road standards. We have requested it and it appears it has not been done.

I will now come to the Hamilton Highway. When we asked Council at the November discussion with community groups about when the last traffic count had been done for the Hamilton Highway it appeared from the knowledge then available it was in about 2007. Now the traffic mix on the Hamilton Highway has moved and changed quite considerably as heavy transport to South Australia has increased. Now, once again there has been two very significant transport accidents one at the intersection of Dundas Street where a young fellow unfortunately lost a leg. There was also another head on collision just short of East Street where someone suffered devastating head injuries from which she is still recovering, and will never properly recover so that's the gist on the Hamilton Highway. Now the formalised right hand turns and U turn treatments on the various plans we've seen on High Street are potentially another accident waiting to happen. The funding requests that have been spoken about neither seem to meet the Federal Black Spot criteria or the TAC SSRIP funding criteria so what I would like to hear more about is the formal AusRoad compliant road safety audit that has been done for High Street by the Council and from representatives here from Rural Roads Victoria in relation to the Hamilton Highway. Related to that is where is the data about this recent traffic count that the tapes were in place about a month ago, when is this analysis going to be shared together with a proper road safety audit about all of this because only then can we engage meaningfully about the road safety issues that appear to be manifest here.

Facilitator: Thank you for putting that forward. It sounded to me like there were 3 or 4 questions in there.

Question 1: Could Mr Anders please discuss the evidence and the data mindful of the background as mentioned before and the road safety audit that has been conducted for High Street.

Question 2: To the Vic Roads and Rural Roads Victoria representative is to have their views about the road safety audit, the traffic analysis for use on the Hamilton Highway and the turning processes that are described in both Option 1 and 2 – traffic from the store and wanting to go west again along the Hamilton Highway. We do have a slide show somewhere which has photographs of vehicles trying to do that very thing at the moment and I want to hear what the professionals say please.

Facilitator: Thanks John

Greg: Thanks. John, if I heard the first part of your question correctly you are looking for the evidence base that there is a safety problem along the street that led to the options. With the concerns about traffic safety, this has never been a catalyst for this project. The catalyst for this project has been to develop and beautify the streetscape for Inverleigh and through that process we've taken the opportunity, we believe through the one way traffic flow in the service roads to actually improve the safety of those precincts even though we know currently there is no significant traffic safety concern issues.

In regard to the traffic audit it has just recently been completed under One Mile Grid under James, and James has passed the information on to me earlier this evening so I haven't even seen it yet but we'll get it from James today or tomorrow and as soon as we can we'll make it available on the Council website.

Can't you just tell us now?

James: Evening. I'm actually a road safety auditor so this whole project has been looked at through the lens of road safety. So, a road safety audit doesn't usually get done until the finalisation concept process. A road safety is that it is an independent review of the project so fresh eyes will pick up any significant safety issues that might have been overlooked and make recommendations that might be implemented to improve the project. That will come in due course and I image VicRoads and the project team will request one but I am confident this particular design doesn't present any significant safety risks. So, one of the issues that we have been doing is to incorporate in the traffic design process is improving safety particularly on the Hamilton Highway so you can see with both options we introduced protected right hand lanes for the two busiest side streets. These effectively provide a refuge for right turning vehicles against a rear end accident and whilst there isn't a demonstrated pattern of crash behaviour in the precinct at the moment it doesn't necessarily mean that there isn't any safety risks. The lack of protection for right turn is something that has addressed at every opportunity across the road network throughout Victoria towards a zero approach.

We've got some options for discussion. (inaudible) In terms of the traffic volumes, you would have seen the two cameras out there for the week following Australia Day. I have got the results here.

Community members: They missed half the traffic. They didn't get the truck stop. I've got photos here.

James: This is the limitation in the equipment.

How long you been in the game?

Facilitator: I am a bit concerned about the sceptical response. I am not saying there is no basis for it for that response I am just noting it and saying that's what I heard and so if that is a concern for you can you please put it in writing on those cards.

Facilitator: James or Greg might be able to respond to it now. I think it definitely deserves a response from Council for you.

Greg: Just to pick up on the right turns at East Street and Winchelsea Road under the one way option and the two way option you still have to do right hand turns. Under the one-way option where you do that right hand turn might change such as at East Street. At East Street there won't have to be any U turns now because we have put an opening in the medium so all the traffic leaving from the PO, and shop and travelling west can simply go through the opening and go west by the same path they have been using for the last however long. And the right hand turn at East Street if you need to do a right hand turn there to get into the service road near the hotel, that is in a 60kmph zone. We have measured the stopping sight distance for that section on the highway and about 280 metres is the sight distance vehicle to vehicle and that would suit a 100kmph zone but we've got 60. So we really don't agree or believe that there are any major concerns with the turns at East Street. It's good that we went to the meeting with the progress association because that meeting resulted in the opening in the medium and that is a significant improvement.

In regard to the truck parking area, we know that there are concerns about the traffic count not picking up all the numbers so our response to that is that we will leave it as it is so there is no net loss of area available for trucks beyond what is there.

Stu: Local farmer 6th generation. Grown up here all my life. My concern is the medium strip in the middle. With agricultural machinery, we're permitted up to 6m wide, 2 escorts. I heard someone mention something about drive over kerbs. It looks to me that there is quite a bit of greenery in there. With machines with no suspension whatsoever, we'd be slowing down to probably 2-3 km per hour to mount those kerbs with machines of just in excess of just under \$1m. That worries me quite a lot. Even the transport association with the oversize gear, a lot of the widening trailers and what not will want more access that I think I read 3.3m kerb to kerb. Basically unless it is painted on the medium strip we won't be able to travel down the main street. That pushes out to the Midland Highway or out to Winchelsea to get across which when we are 3km west and we are going 3km east of town is basically impossible.

Is that a question for Jacob?

Yes, for Jacob and even Regional Roads – where we sit legally?

Krystal: Hear what you say. That is absolutely right, from a VicRoads point of view as well, we need to cater for all those road users. We've got more than just vehicles on the road. We've got heavy vehicles. We've got trucks. We've also got these wide loads coming through which support other industries right across the state. So, the road network it's really challenging and it is really important for us as well and this is some of the feedback we have given to Council. It is VicRoads specifications that have these requirements to protect the width of the roads to get these vehicles through. We are working closely with Council to provide that input and for VicRoads to be able to commit and sign off on these projects and that is what we will be confirming with Council as well.

So would you not be recommending this to Council? - background

Jacob: Thank you so much for all your comments. That is incredibly valuable.

Stu: Could I add one thing, I am more than happy for you guys to come out and have a look at the range of machinery we need to take down the road, if you like

Facilitator: I just want to make sure the recording picks that up. Stu you have invited Mesh Planning to come and look at your equipment

Stu: Yes, more than happy to show them the machinery that we travel down the road with – All sorts of configurations – 26 m long 5.5m wide. Yes, more than welcome to spend half a day.

Jacob: So that is incredibly valuable information to hear about. The outcome that we are looking for with the medium is one of those balancing acts of trying to achieve functionality whilst trying to beautify the streetscape at the same time. What we've ended up with it is hard to tell on the plan, the detail of the medium at the moment. So what we have done is, it is kind of like a faux kerb edge to a stabilised gravel that you could be driving over. It's won't be like a hard kerb that you will be crossing over the top of. The intent of that is to make it appear as though it is not part of the everyday road network so most of the users aren't 6m wide – that's a wide load. It's pretty impressive. So, what we've done is we've made it, so this is still going to lead to the detailed design by the way, but the intent is from our concept designs to keep it traversable for your vehicle so it would be great to understand what you are using of that size whilst also

Others use it. He's not the only one.

Yes, definitely, as part of the VicRoads network we need to provide for those vehicles that is why we understand that is why we have provided for it. It may not be obvious from the plan, what is bringing up the concern, the intent of the design is to allow those vehicles to easily travel through the main street whilst also putting a few plants in there to make it look a little bit green still.

(inaudible)

Facilitator: Sorry I'll come back to that because I didn't hear you. The fact that you have raised that means that it is recorded. It will be addressed and there is a response but you are still more than welcome to put something in writing

I'm wondering about the height

Facilitator: It sounded to me as if there wasn't one.

Jacob: Most of it will stay that same level as the pavement of the road and then it will just be the height of the slanting that we put in to the garden bed so we don't want ...

Jacob: Sorry, No no so they don't *(inaudible)* It's a visual effect – it's a visual difference. If that is the discussion you don't want, we are happy to hear that you don't actually want plants in the medium but again it *(inaudible)*

Facilitator: May I ask that you put feedback in the written format just so we can keep moving. We've only got about 10 minutes left for questions.

Paddy is my name. It seems that you've got 2 basis on which you're based your proposal. You can either basis it on the evidence that this is required for safety reason for some other purpose along those lines or alternatively you've got the beautification basis. Since there is absolutely no evidence that we require this for any safety reason whatsoever, or for any facility reason whatsoever, we are only left with the other one and that is the beautification. Everything else then that sits around safety or functionality is there to serve a beautification purpose would you agree with that? It is a simple question. Yes or No.

Facilitator: Which person is going to answer that?

Greg: No We undertook this project with the view to enhance the liveability and attractiveness of

Paddy: That's beautification. Say Yes.

Greg: of the main street. Through that exercise we took the opportunity to add enhancements we believe would improve...

Paddy: but there's no evidence for that. Is there any evidence for that? It's a simple Yes or No question.

Greg: We're of the view that one way traffic in service lanes is safer than two

Paddy: But that's your view. Is there any evidence for that?

Greg: There's one way flow in front of the primary school and I guess it's there because of the perceived improvements in safety there.

And there's only two houses to the west?

Paddy: Right but there is actually no evidence in front of this at the moment that this is required. Therefore, this is a beautification project. And now you've got plenty of evidence that any of those safety things that have been brought up and actually not required and actually make it worse.

Facilitator: In terms of a response to that...

Paddy: I just wanted to know if there is evidence and the answer to that is no. The second question then which follows that – Would you then agree that the basis on which both of these options have been made is baseless. You actually don't have one because we don't want it beautified the way you are proposing.

Facilitator: Thank you . I think it is important for the panel to hear that and I am also confident that the process tonight is to put down those concerns as well for that to be heard.

I'd just like to say that as a member of the media that sits here tonight I've been in regular contact with the Council. I've asked many a question via email. Lots of them haven't been answered and according to the Golden Plains Shire Council freedom of information that they have listed on their website I should have access to that information and when asked for it I asked for the process by which Mesh was given the job – or commissioned the project. I have asked various other questions of Council for which I have not had answered. Under that freedom of information apparently it takes 42 days to actually get that information therefore we don't have that this evening. Now, Mr Anders sits there and says we believe, we believe. If he is speaking on behalf of Council, then what Council is saying that they know what is better for Inverleigh than the Inverleigh residents and I don't believe there is a member of Council that actually lives here.

Facilitator: Thank you

My name is Mark. I just had a couple of questions about how the consultation is being managed. I was wondering what sort of scope, we are looking at a couple of options here but I was wondering what sort of scope there is for further optioneering beyond this point. I was also wanting to know what suggestions you guys have for ways to better consultation as we lead up to getting some sort of detailed design, and also wanting to get an idea of what the expected timeline is for that detailed design and when it is going to be locked in so we know how much time we've got to make sure consultation happens in the best way possible.

Facilitator: The first question was?

Mark: What sort of scope we have as far as optioneering as far as the master plan stuff goes?

Greg: Thank you. I don't have all the detail with regard to the consultation process the Council went through. However, I did meet with Councillors with the progress association and I believe a number of significant modifications have been made to both options as a consequence of that meeting. We are here tonight, Councillors are here. We need to look at the feedback, what we've heard and what

we are about to receive and then we will map out a process from there that we will follow before we get anywhere near putting a report to Council regarding this plan. I don't have an answer for you now, but we are here and we certainly hearing what you have got to say. We thought we had a reasonable consultation process but obviously we can do better and will do in the future but rest assured we are taking everything that you say tonight very seriously and every comment will be very seriously entertained and ...

I just wanted to support what the farmers are saying. I am sure there were a few people tonight who drove in at the same time we did and all of us had to pull off the road. Two very large silos came through town. There wasn't even room for cars to stay on the road and with the support vehicles and silos all of the cars had to get right off the road, virtually on to the grass, so a medium strip down the centre – it certainly can't be any sort of raised issues because those trucks tonight took up both lanes all the way down the road.

Greg: Just with the medium strip we have talked about whether we have a medium or not. We offered to keep the medium because mediums will slow and calm the traffic coming through the town. I think the work that James did indicated that vehicles were travelling far too fast and a medium can help to calm the traffic. It is also an added protection for right turn movements and it will assist pedestrian safety as they move from one side to the other. So our preference would be to retain the medium.

My name is Noel. I lived here for 60 years and I've got two quick questions to Council. Correct me if I'm wrong, this all came about because a couple of people wanted the service roads fixed up, was that correct?

Greg: Well yes, the catalyst for this project was complaints that we had received mostly from traders I think, complaining that on the south side mostly because the verges where the cars were parking are pot holed all the time because the verges aren't sealed and in winter they become muddy pools of water and in summer they are dust bowls so a request was can we do something about the streetscape. So we thought because Inverleigh is such a special place it deserves more than ..

Noel: My final question is how much has Council spent on this already?

Greg: The total cost of the street scape plan exercise is in the vicinity of \$70,000. *(inaudible)*

Marie: Inverleigh resident Question to Greg. You talk about beautification, Inverleigh is a special place, and the money has to be sought – Why wasn't the money sought for the open channel in Common Road that we weren't consulted about? That hasn't beautified Inverleigh at all. It's a main road the tourists use to the golf club, all the new residential areas now we have an open channel. That's not beautifying. That's far more important. How come the money could not be found to do more than create an open channel that is right beside the road, needs lots of maintenance and also the other day I had some native pines that came up by seed – the trees enhance that road. Everyone comments about it. They were removed without permission.

Greg: I am aware of the drain and I am aware that

You should be. It is a major feature in our road now.

Greg: The primary reason for that drain was to alleviate the risk of flooding and avoiding the risk of damage to property. I agree, it is not a desirable outcome but with the money that was available that was the best...

Excuse me Greg You are going to seek \$.5m plus. It will be more to do stuff we haven't even asked for, we weren't consulted on and yet you can't find money to put a proper drain in.

Greg: Well that is the case. We didn't have a huge budget to fix the drain. *(inaudible)*

Facilitator: I am going to ask that that be put on notice so it can be recorded because that is not the purpose of the evening's forum. However it is important to the community, so if that can be recorded somewhere and put to Council that would be appropriate.

Well it should be recorded!

My name is Graham. I'm a resident of Inverleigh. I'd like to ask Council confirming that the driver for this was the condition of the streetscape I would suggest that that was the result of a lack of ongoing maintenance and potentially an asset management plan that is not in place or activated on and then if we do go ahead and get some improvements done what sort of asset plan and maintenance plan will you put in to maintain the levels of functionality and beautification over a long period of time.

Greg: We didn't just fill the pot holes thinking that was a long term solution because of the amount of wear and use they get from car parking. So filling up a gravel pothole was not a long term solution. So our solution was or our approach was to prepare a comprehensive streetscape master plan that when fully implemented would be much easier to maintain and then we could supply our usual maintenance practices – it would be resealed every 10 years or so. We would invest to make sure that the investment that we put into the master plan is not wasted money. I don't have the maintenance plan for you because we don't even have the detailed design yet. But we would not be not be spending lots of money to develop a streetscape plan and then just leaving it to deteriorate.

Are the trees coming out because they have not been maintained?

Greg: We have spent lots of money on maintaining the trees and trimming the trees. There will be long term tree strategy that Council will be preparing in consultation with this community next year. We have a budget bid in on that. We have had numerous studies done on the trees by various arborists – sometimes their opinions vary and differ. I think you will appreciate it is not an exact science when you are looking at trees to estimate how much life they have but at the end of the day we know a number of them are reaching the end of their useful life and becoming more dangerous and more dangerous so the street planning strategy / replacement strategy will be a further project that the Council will be undertaking with Inverleigh resident hopefully starting next year.

Hello Greg how are you? Everyone on this panel has got the obviously vibe from local residents and parties interested in what is happening in Inverleigh. My question, and it is a question that has been on a lot of people's lips is when is the Council and the representatives going to wake up to themselves and realise that the one street format in the medium strips should be scrapped and we then look at the second option and start working together as a cohesive unit together with full consultation and get something done.

Facilitator: I would say that, I am not part of the Council but I would say that you have been heard and there is a second option to consider and the investment into tonight and giving you the opportunities to provide feedback is a serious one and shortly I am going to close down the panel and ask you to write down your responses on the feedback forms and make sure they are submitted before the 25 March.

John: I would just like to ask for a quick clarification arising out of the question that came from over the back there about consultation. We also heard from Jacob before about the Inverleigh Structure Plan. A Council officer wrote to me only last week saying we were not going to be consulted again about the structure plan before it was put to the Council in March or April. Now it seems to be that the structure plan as Jacob so eloquently described is part of all of this community consultation. The two things go intrinsically together and I think the question that was asked about the consultation from my friend at the back there and Dave over there. I urge Council and the mayor to please reconsider their refusal to talk to us about the structure plan because otherwise we run the risk of this horrible problem perpetuating itself when all we want to do is talk to Council find a better way to work together as they describe but if we are not consulted and is not going to work well.