

Facilitator: Thank you for that John. You are asking for that proposal to be reconsidered. We have some questions from down the back.

*I just had a question for the Vic Roads representative. Option 1 and 2 does that incorporate VicRoads feedback?*

So originally we received the plans from Council to provide comment and one of our comments was that we do (inaudible) the consistency with the one way or two way. The reason for this is road safety. So that feedback was received by Council and they developed the two options that you can see.

Facilitator: One more question up the back.

*Neil: Long term resident 40 years Inverleigh. I get the feeling that we are working backwards. I appreciate what the consultants have done but none of that should have taken place until all stakeholders have had a meeting with Council, when we have actually visited the sites that you are looking at and the issues then come with an plan and action. We've gone backwards because you have got the options without the proper consultation. Now I come from a local government background and we would never have done that. The water and the drainage has been a problem for the last 30 years. I haven't seen much change the front of the RSL towards the hotel and to the where the shop is in those 30 years. There is no management plan. If there was none of this would be happening now.*

Facilitator: Thank you

*I would like to ask if anyone from the trucking industry would like to speak because we haven't got anyone from the trucking industry there.*

*I' a representative of the Livestock and Transport Association and a lot of our members and drivers aren't here tonight because they are working. They really like the parking bay down in the town so they can pull up and have a spell, visit your businesses, the bakery and the shop over the road, go to the toilet and we don't want that parking bay reduced in size, and trucks are getting bigger so if anything we like it actually a little bit bigger. We support your town and it's a great little spot to stop.*

*I agree. One my less endearing qualities is that I am somewhat cynical so here you go. What guarantee can you provide us that the residents of Inverleigh who are here tonight and the others who can't make it that the online GPS survey is going to accurately reflect the primary and the secondary stakeholders, that being the residents and the transport companies that use our facilities here and not necessarily the views of others who have no direct relationship with Inverleigh?*

Facilitator: Thank you.

Greg: The question was what assurances can we give you the all the Inverleigh residents feedback from the survey will be carefully and diligently considered.

*No the opposite actually. What I am seeking, and again this is let's just say its hypothetical what guarantee can you give us for example that the members of the Brighton Yacht Club who fill in the online survey will not be taken into account.*

Greg: Well, we are not be asking for people as I understand to put their names and addresses on the feedback (so can you just put residents on it?) and we have heard everything that you have said this evening and I'll be very surprised if we receive any feedback, information or thoughts that we have not already heard this evening.

Facilitator: I have been told that Council is seeking feedback from all of you. Please make sure that you make use of the documentation that is around the tables.

*Can we have a show of hands here. The Mayor keeps saying the people ringing him every day saying they love these plans and can we just have a show of hands who thinks these plans are fabulous – just one or two put your hands up.*

Facilitator: If people would like to. They don't have to.

*It would just be good to get an idea.*

*Carolynne: I would like to see the money spent in the town beautifying it and maintaining out trees and keeping our trees. I don't necessarily agree with the two way. I think the biggest thing I have heard from the community is that they don't want the one way street option but overall I support the beautification of our town. We are not going to get nothing for nothing we have to work for it.*

Let's leave on that good note. Please make use of the documentation on the tables, access the online survey tomorrow and please make sure you get all that valuable feedback into the Council by the 25 March. Thank you everyone for your participation.

18/02/2019 - 1:28pm - 1162476196  
 Date: 21 September 2016 at 11:10 am

[Redacted]  
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 [Redacted]  
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18/02/2019 - 1:28pm - 1162476196  
 Subject: Transcript  
 To: [Redacted]

18/02/2019 - 1:28pm - 1162476196  
 Subject: Transcript  
 To: [Redacted]

Please do let me know if you have any further questions.

Kind regards,

[Redacted]  
 Community Engagement Officer (Mon - Thur)  
 Golden Plains Shire Council

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Questions and  
 Responses



Attachment A & A-I. 13 pages.

10 NEWS

THURSDAY JANUARY 31 2019 GEEILONGADVERTISER.COM.AU

# Town's say on one-way

## Inverleigh rallies against street revamp

JACOB GRAMS

INVERLEIGH residents have rallied against a proposed \$1 million rejuvenation of the main street, claiming the Golden Plains Shire plan would hurt safety, businesses and the general amenity of the town if it goes ahead.

More than 20 objectors held a public rally yesterday, focused on the proposal — currently in draft stage — to make parts of service roads adjacent to the Hamilton Highway into one-way streets to accommodate changes.

The "One Way, No Way" campaign has been launched in reaction to council's Inverleigh Streetscape Masterplan, which was created to support the town's character with footpaths, formalised parking, better drainage and landscaping.

Campaign organiser Andrea Bolton said the plan was an unnecessarily elaborate "dog's breakfast" and criticised a lack of consultation from the shire.

"It's just not going to work. It works perfectly the way it is at the moment," she said. "We want (council) to know loud and clear, don't go messing



Inverleigh's main street, which is set to get a makeover.

with what works here."

But Mayor Owen Sharkey has stressed council would not rush through any changes, telling the Geelong Advertiser they had "pressed pause" after recognising the consultation process had not been given enough time.

A second draft plan is set to be presented to council and then to the public in the next two weeks, including several options for future improvements. A public meeting will be held on February 25 to discuss the document, while a decision on the project has been deferred to at least May.

Cr Sharkey said council was committed to "making the best

decision for the wider community", adding no funding had been assigned to the plan.

Ms Bolton said the one-way proposal would mean drivers would need to cross the Hamilton Highway after accessing local shops, increasing the chance of congestion and incidents. The proposal would also halve the width of truck stopping bays at the eastern end of town, reducing the capacity for heavy haulers.

VicRoads refused to respond to safety concerns over driver fatigue should the truck bay space be reduced.

Inverleigh general store and post office owner David Andueza called the first draft "an



Inverleigh residents David Andueza, Noel Wilson, Tracey Mossop, Bruce McDonald and Andrea Bolton (front) are against the proposed changes to the town's main street.

urban plan in a country atmosphere" and labelled it "discriminatory" against travellers who stopped in the town.

He said concerns it would negatively affect businesses were secondary to potential wider road safety issues.

VicRoads was consulted and advised one-way streets would assist provision for angle parking, improve pedestrian safety, and reduce the number of movements from service roads.

Pictures: ALAN BAKER

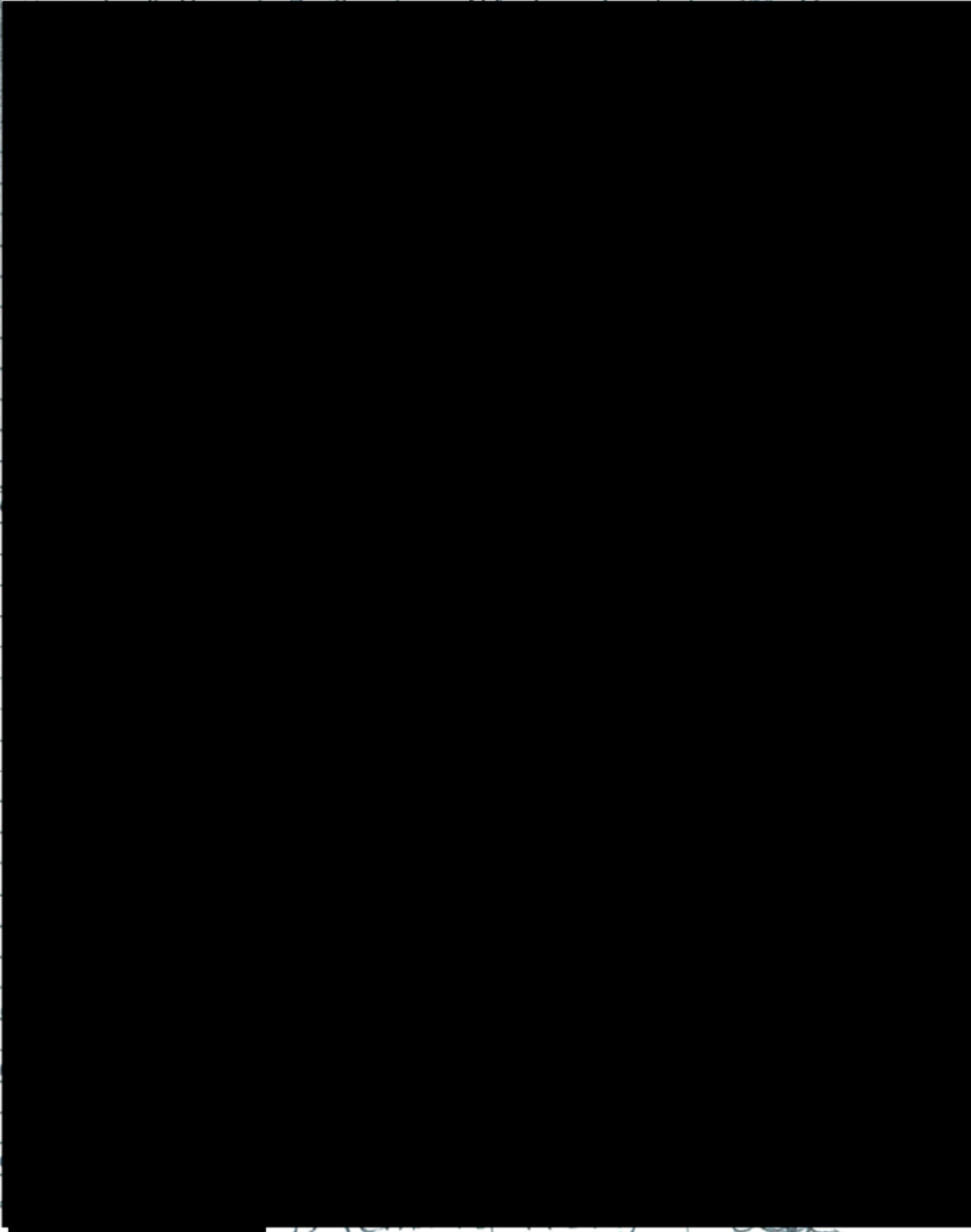
.II-A & A Trimbotta

The Inverleigh Streetscape Masterplan proposed by the Golden Plains Shire is to turn the service roads into one-way streets. We, as commuters, who regularly travel through this township and utilise the services in the commercial precinct, agree with the local community and object to the service roads being converted into one-way streets.

NAME	ADDRESS	SIGNATURE
[Redacted content]		

200 signatures from  
378 families

The Inverleigh Streetscape Masterplan proposed by the Golden Plains Shire is to turn the service roads into one-way streets. The following Inverleigh residents strongly oppose this plan and want the service roads in the commercial precinct to remain open to two-way traffic

NAME	ADDRESS	SIGNATURE
		



12 NEWS

# Truckies' stopping-bay squeeze worries Streetscape plan slammed

JACOB GRAMS

A BIG rig driver has accused the State Government of "haying their head in the sand" for failing to speak up for truckies fearing for the loss of the region's premier truck stop.

Doolan's Heavy Haulage driver Roscco Bennie stops in Inverleigh taking wind farm parts throughout western Victoria and called on road authorities to step up and ensure Golden Plains Shire's streetscape plan doesn't see the width of the town's stopping bays slashed in half.

The draft plan, which council has stressed is being reviewed, was the subject of a community protest last week as locals feared for wider safety impacts it would have on wide load convoys.

Mr Bennie said with 35m-long loads typically 4.5m wide and often part of a convoy including pilot vehicles, the draft proposal would mean he would no longer fit in the stop-



Roscco Bennie

ping bay — the only dedicated bitumen spot with food and drink services until Portland.

"It's got everything. You've got the bakery, the pub for dinner, toilets and the shop over the road," he said of the area, which typically has capacity for six trucks.

After initially refusing to address safety concerns, Regional Roads Victoria said in a statement said it "would like to see truck and caravan stopping areas either maintained or maximised in the masterplan" but stopped short of condemning the Golden Plains Shire proposal.

Mr Bennie said it felt like drivers were "on their own" despite messages about taking appropriate breaks.

"The thing about this is VicRoads haven't afforded us the luxury of a parking bay in any other town," he said.

"They can stick their head in the sand all they like ... but everyone has to contribute.

"For VicRoads not to acknowledge something like that, they're leaving the chain of responsibility."

RRV was asked to provide preliminary traffic engineering and road safety feedback on the draft plan and said, in a report to council, that more reviews were needed into the implications on the Hamilton Highway.

Golden Plains Shire expects to have a second draft to present to locals next week.

RRV installed 72 blue guideposts on the Hamilton Highway in 2017 to promote four rest areas along the route, although none boast the services available in Inverleigh.



SERVING UP A TREAT  
Drummond (The Duncans)  
Tobin Kent (Campbell)  
Leonie Mills (Davidson)

GEELONGADVERTISER.COM.AU TUESDAY FEBRUARY 19 2019

NEWS 11

Machinery won't fit down the main street under new plans, says local

# Inverleigh farmer's fury

JACOB GRAMS

FARMERS are the latest to be aggrieved by the Inverleigh streetscape plan, fearing the drafts threaten to squeeze them out of town or damage expensive agricultural machinery.

Golden Plains Shire released two further options last week for the yet-to-be-funded town plan revitalisation following community feedback.

The council has now abandoned its plans to limit truck stopping bays, and offered a softened one-way street proposal in one of the two options.

But median strips now proposed for the Hamilton Highway have raised the ire of local farmers, including Stewart Hamilton, who said his machinery wouldn't fit through town should the plan go ahead.

"Our harvester is 5.3m wide and some of the machinery is up to 6m wide ... and we're talking about machines that are upwards of 30 tonnes and up to \$700,000 as well, so we're pretty precious about what we do and don't run over," he said.

"If we had to run over kerbs with the machinery, our harvester has two tractor tyres on each side and each tyre is worth \$4500 each and if they

Photo: Premiums Assoc. Leathino H



Picture: Glenn Ferguson

"Our harvester is 5.3m wide and some of the machinery is up to 6m wide ... and we're talking about machines that are upwards of 30

town plan revitalisation following community feedback.

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But median strips now proposed for the Hamilton Highway have raised the ire of local farmers, including Stewart Hamilton, who said his machinery wouldn't fit through town should the plan go ahead.

"Our harvester is 5.3m wide and some of the machinery is up to 6m wide ... and we're talking about machines that are upwards of 30 tonnes and up to \$700,000 as well, so we're pretty precious about what we do and don't run over," he said.

"If we had to run over kerbs with the machinery, our harvester has two tractor tyres on each side and each tyre is worth \$4500 each and if they start running over kerbing it would just destroy the tyre."

Golden Plains Shire has refused to go into detail about the dimensions of the potential infrastructure, but claims they have engaged experts who assure them the islands will be "semi-mountable" to suit heavy vehicles.

"Council has engaged traffic engineering consultants to provide professional advice and the traffic islands have been designed in accordance with that professional advice," a spokeswoman said.

"Vehicles with up to 5.3 metre wheel width will be able to traverse the main street by tracking over the outer edge of the median."

The spokeswoman said Re-



"Our harvester is 5.3m wide and some of the machinery is up to 6m wide ... and we're talking about machines that are upwards of 30 tonnes and up to \$700,000 as well, so we're pretty precious about what we do and don't run over"

SPokesman Stewart Hamilton, pictured



gional Roads Victoria was "fully supportive" of the concept plans featuring changes to the state road. It is unclear whether signage will also be installed on

the islands, but she said it would be "located well clear of any over-width vehicles".

Under Victorian guidelines, the width of the Hamilton Highway should be 10m, but the sealed surface barely extends 8m through parts of Inverleigh, meaning the road being brought up to standard would be critical to the improvements.

Regional Roads Victoria chief regional roads officer Paul Northey said RRV recognised the Hamilton Highway was one of the state's "most

important freight routes" for primary producers.

"Along with safety, a key focus for us is ensuring major freight routes can meet growing demand and that they are supporting Victorian industries," Mr Northey said.

Inverleigh campaigner Andrea Bolton, who organised a public rally against the initial plans, said while the town had some wins in the new plans, the alternatives didn't go far enough.

Both the Victorian Farmers' Federation and Livestock and

Rural Transport Association of Victoria have also lent their support.

The federation's grains councillor Anthony Mutchay said: "Given the importance of agriculture to the region, it is critical any developments to the Inverleigh streetscape do not restrict access for agricultural machinery and heavy vehicles."

A community meeting will be held next Monday at Inverleigh Bowls Club in the first public forum, before an online feedback opportunity.

GEELONGADVERTISER.COM.AU WEDNESDAY FEBRUARY 27 2019

NEWS 11

# United Inverleigh digs in

CHANEL ZACOM

INVERLEIGH residents hope their concerns have not fallen on deaf ears following a community meeting about the Golden Plains Shire Council's streetscape masterplan.

More than 300 residents gathered at the Inverleigh Bowls Club on Monday to protest against the proposed \$1 million rejuvenation, which would result in sections of service roads adjacent to the Hamilton Highway becoming one-way streets.

Community campaigner Andrea Bolton presented a petition containing 533 signatures from residents calling for council to axe the plan.

Ms Bolton, the organiser behind the "One Way, No Way" campaign, said she hoped representatives heard the community's dissatisfaction about the streetscape masterplan.

"The community absolutely don't want those one-way streets. It's not safe or workable," she said.

"It was good to have all stakeholders in the one room. The appropriate people were there who had the power to change the plan."

The Inverleigh streetscape masterplan is a beautification and development proposal which includes new trees and



ONE-WAY? NO WAY! Inverleigh residents at a meeting on Monday to discuss plans for the town's streetscape plan. Picture: MARK WILSON

plantings, new kerb and channelling to improve drainage and improved carparking for safety.

A second version of the plan has been created, which does not include one-way service roads.

Catherine Gillsepie Work-Harmony Solutions managing director, chaired the

meeting. Representatives from VicRoads, project consultants, politicians, as well as councilors and management from Golden Plains Shire Council also attended.

The council-led meeting aimed to give stakeholders the opportunity to ask questions about the plans and have their concerns addressed.

Local farmers recently added their voices to the chorus of opposition after discovering the narrowed median strips proposed for the highway would mean some of their machinery, which reaches widths of up to 6 metres, would be too wide to fit through the town.

Golden Plains Mayor Cr

Owen Sharkey said community feedback would be collated and presented to council on May 28.

"It was very loud and clear from the community what they don't want," he said.

Community members can submit feedback on the plans until March 25 online via the council website.

# BID TO BLOCK POKIES

HARRISON TIPPEL

GEELONG council's \$30,000 bid to block an application to add 35 poker machines in the city, has been heard by the state's gambling commission.

The City of Greater Geelong went head to head with the Polish Community Association yesterday, in a hearing at the Victorian Commission for Gambling and Liquor Regulation (VCGRL).

The council last month agreed to spend up to \$30,000 to fight an application to increase the number of poker machines from 35 to 78 at Breakwater's White Eagle House.

The council spend covers legal representation and an independent expert witness to present at the hearing.

The VCGRL's decision on whether to accept or deny the pokies application will not be handed down immediately, with the council forced to wait to see if its effort was successful.

Pokie users lost \$169 million at White Eagle House in the 2017-18 financial year, while gamblers across the City of Greater Geelong dumped more than \$121 million into pokie machines in 2018.

www.gpsc.com.au

WESTERN DISTRICT FARMER March 2019 7

# Inverleigh residents outrage over plan

JODI FRY

INVERLEIGH residents are up in arms at a proposal by the Golden Plains Shire Council (GPSC) to redesign their town.

The proposal was drawn up by Mesh Liveable Urban Communities in Melbourne and will turn two-way streets into one-way streets and seriously disrupt the local traffic flow.

The new plan if adopted will also disrupt traffic from Hamilton directly accessing the general store/post office without driving around the block - to access the store from the east end of the street.

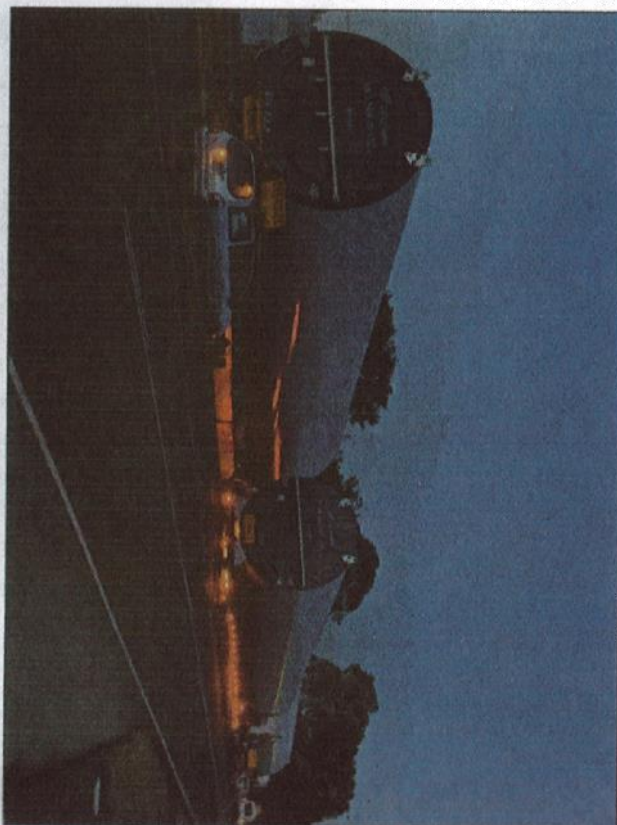
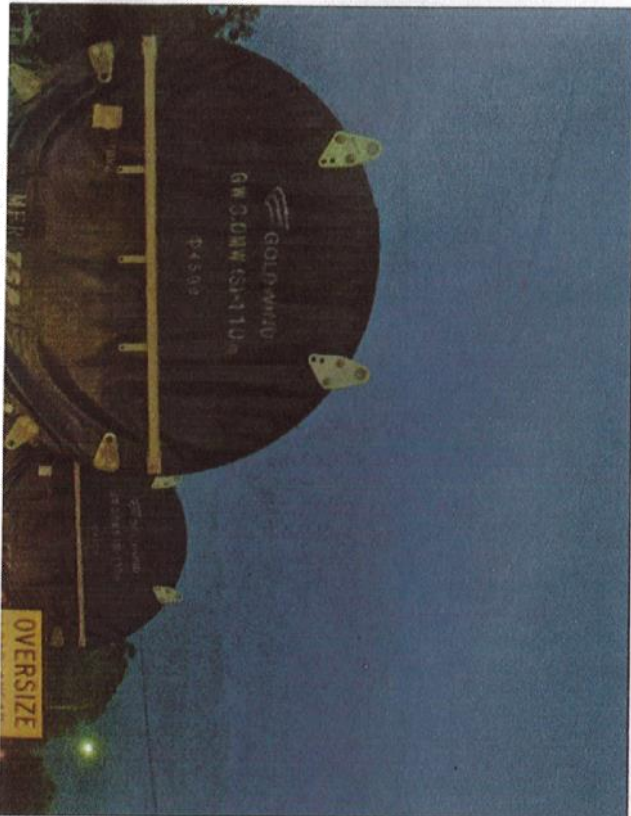
Add to this the GPSC's plans to narrow and shorten truck and caravan parking bays. The locals are not objecting to improving the

streetscape of the town, but feel that the GPSC have no concept as to how this proposed change to the traffic flow will affect the day-to-day lives of residents and travellers trying to access the general store/post office.

Difficulty with access and parking for travellers will severely threaten the viability of the businesses.

Locals do not have their mail home delivered - each household (there are 412 households) has to physically attend the post office to collect their mail.

If all that is not bad enough, the council has had minimal consultation with the community - and there is a sense that the GPSC have acted with complete arrogance 'thinking that they know



TRUCK bays in Inverleigh are regularly filled with trucks whose drivers' business could be lost to the town, should a proposed streetscape plan go ahead. Photos: SUPPLIED.

best.'

The vast majority of local residents are so incensed that they started a petition and handed it to council, only to have council reject it on the grounds that it had non-local signatures.

Locals have now started two new petitions to council - one for local residents and one for travellers who frequent local business.

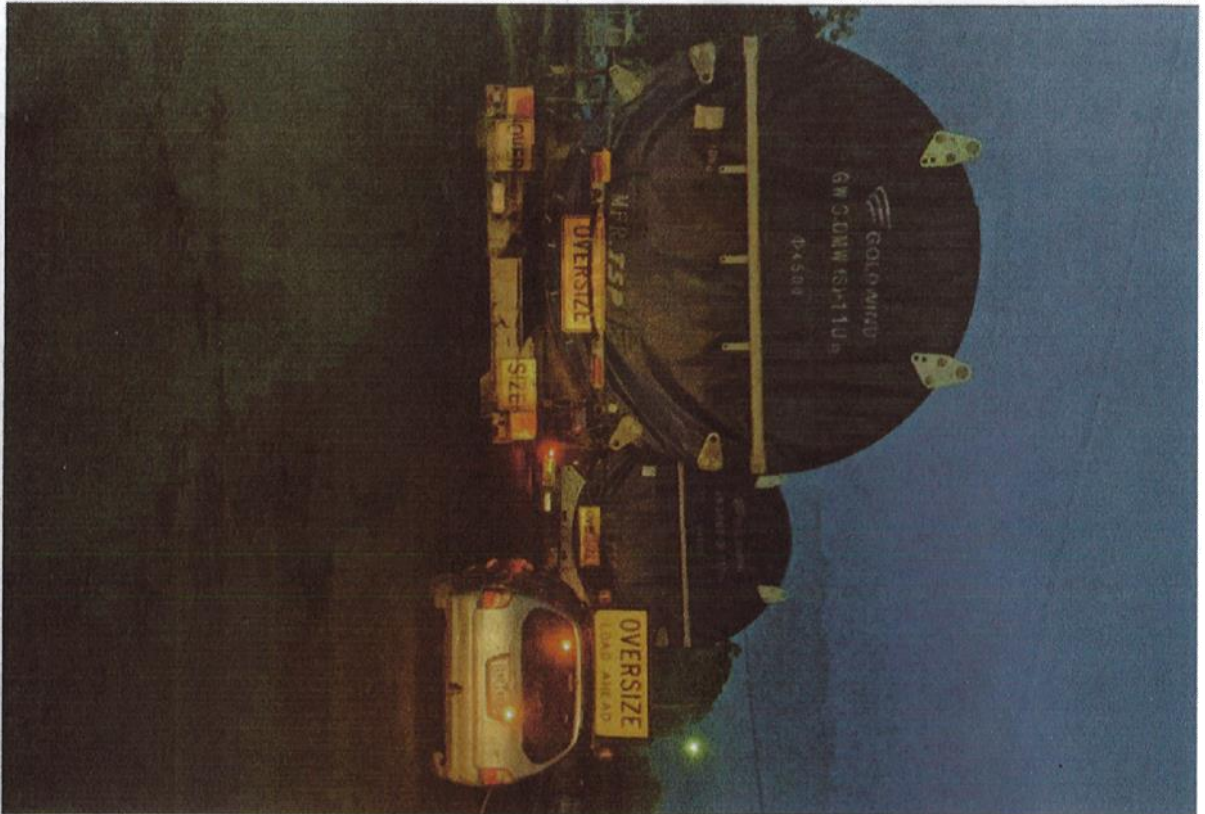
Resident, Phil Jacobson is very concerned that the changes planned by the GPSC will destroy the ambience of his little village.

This is not a case of not being open to change, but Phil says "the changes proposed by a council are so very out-of-touch with this little village.

Sharkey said "the Inverleigh Streetscape Master Plan is a beautification and development plan for the busy centre of this growing town.

The proposed project includes new trees and plantings, new kerb and channelling to improve drainage, improved car parking for safety, new street furniture, changing to one-way service roads for safety and widening footpaths to provide space for outdoor dining.

"Golden Plains Shire Council has successfully delivered streetscape improvement plans in several towns including Bannockburn, Meredith and Teesdale, and this project will create a pleasant, landscaped environment for the



TRUCK bays in Inverleigh are regularly filled with trucks whose drivers' business could be lost to the town, should a proposed streetscape plan go ahead. Photos: SUPPLIED.

The vast majority of local residents are so increased that they started a petition and handed it to council, only to have council reject it on the grounds that it had non-local signatures. Locals have now started two new petitions to council – one for local residents and one for travellers who frequent local business.

Resident, Phil Jacobson is very concerned that the changes planned by the GPSC will destroy the ambience of his little village. This is not a case of not being open to change, but Phil says "the changes proposed by a council are so very out-of-touch with this little village. It's a place of peace and calm – where people come home from work in Geelong and want to re-gather – it's quite unique.

"The plan will significantly impact the town – it will cause unmitigated chaos and I don't understand why? – why are they planning on changes to the road set up in the name of safety when there have been no accidents – if it's not broken, why fix it?"

Noel Wilson has been a resident of Inverleigh for 60 years and said "it's worked well for 60 years and they say it will be safer, but there's been no accidents – I can't see it being safer. I can't understand why we need an urban plan – we don't need or want to be Lygon Street. It's a safe town as it is – we don't need any of this. It's not making any sense at all.

"Can you believe that this whole plan developed from a resident asking the council to fix a service road and fill some holes?"

The GPSC are meeting with residents on February 25 to answer questions about the proposed plans but Noel has no faith that it will run independently.

The community have asked for an independent chairperson. The GPSC were contacted and Mayor Owen

Sharkey said "The Inverleigh Streetscape Master Plan is a beautification and development plan for the busy centre of this growing town.

The proposed project includes new trees and plantings, new kerb and channeling to improve drainage, improved car parking for safety, new street furniture, changing to one-way service roads for safety and widening footpaths to provide space for outdoor dining.

"Golden Plains Shire Council has successfully delivered streetscape improvement plans in several towns including Bannockburn, Meredith and Teesdale, and this project will create a pleasant, landscaped environment for the community and visitors to enjoy, spending more time and money in Inverleigh.

"The population of Inverleigh is growing by 4.5 per cent and with an increase of residents and visitors travelling the Hamilton Highway stopping downtown, including pedestrians, cyclists, and motorists in cars, heavy vehicles and caravans, the safety of central Inverleigh is a central consideration of the Streetscape Beautification project.

"The development of the Inverleigh Streetscape Master Plan was initiated by community concerns about the south side of the Hamilton Highway between East Street and Dundas Street.

Community members viewed this busy area in need of urgent improvement. Council budgeted \$40,000 in its 2017/2018 Budget to fund the development of the Inverleigh Streetscape Master Plan.

The GPSC have been asked by this journalist about their process to employ Mesh Liveable Urban Communities and about the amount of money already spent by council on this plan and they refused to offer an answer.

This public meeting will be a very interesting event – let's see if the cars of council are open and willing to listen to the residents.

police and se-  
 conscious of their  
 ve alcohol re-  
 lewton urged  
 concert to be  
 alcohol intake,  
 they arrive at  
 day, and the  
 don't miss any

not up to enjoying use...  
 Acting Supt Cornwill said it  
 was likely a regional fire con-  
 trol centre would be estab-  
 lished in Geelong on Saturday  
 because of the expected fire  
 risk.  
 He said police at the concert  
 would be vigilant for drunk  
 and drug-affected patrons, but  
 past experience suggested A

ple will be affected by alcohol  
 — and possibly by drugs — so  
 they'll look out for that.  
 "Our message is 'go and  
 enjoy the concert. Have a good  
 time, and be aware that other  
 people are there to have a good  
 time so make sure that your  
 behaviour is in accordance  
 with the festival organisers."

of Ureware, V...  
 "It is incumbent on the cur-  
 rent council to create a similar  
 building for today."  
 Council plans to pick its  
 preferred developer by August,  
 in the hopes of launching con-  
 struction in April 2020 and  
 moving into the new head-  
 quarters in July 2022.

# Council says no way to one-way

GOLDEN Plains Shire Coun-  
 cil has decided to axe its first  
 option of the Inverleigh Street-  
 scape Masterplan following a  
 heated community meeting  
 earlier this week.

Mayor Owen Sharkey  
 moved a notice of motion at a  
 council meeting on Tuesday  
 night to abandon Option One  
 of the concept plan, which  
 would result in parts of service  
 roads adjacent to the Hamilton  
 Highway turned into one-way  
 streets.

The decision comes after  
 more than 300 residents at-  
 tended the community meet-  
 ing at Inverleigh Bowls Club to  
 protest against the proposed  
 \$1 million rejuvenation plans.

Cr Sharkey said the council  
 planned to work with the com-  
 munity on the proposed Op-  
 tion Two, which retained the  
 two-way service roads in the  
 town.

"The message was loud and  
 clear that the people of Inver-  
 leigh do not want one-way ser-

vice roads," he said. "With the  
 service road issue settled and  
 the focus on Option Two, I be-  
 lieve we are best placed to  
 move the discussion of the  
 beautification of Inverleigh  
 forward in a positive way to de-  
 liver an Inverleigh Streetscape  
 Draft Masterplan supported by  
 the community."

Community members can  
 submit feedback on the plans  
 until March 25 online via the  
 council website.

**CHANEL ZAGON**



Seeley Ratawhiser page 7 28/2/19.



Cr Owen Sharkey  
 Mayor  
 Golden Plains Shire  
 PO Box 111  
 Bannockburn VIC 3331

Dear Cr Sharkey *Owen*

**Inverleigh streetscape proposal**

I refer to the community meeting held in Inverleigh on 25 February 2019 and a report of that meeting published on page 1 in the *Golden Plains Times* on 28 February 2019 entitled "Community meeting discusses streetscape options: Street Talk".

You will recall that I told the meeting that if council intended to pursue the proposed streetscape plan as presented to the meeting, it would receive "zero federal funding" on my watch. I also stated that I would not support any council application for federal funding unless it had the strong backing of the community.

Please see a copy of my media statement which is enclosed and states, in part:

*"Unless the streetscape plan is improved and receives broad community support, I won't be supporting any council application for federal funding."*

I note your response, as reported in this same article, as follows:

*"We were pleased to hear her make a commitment to fund a council and community-endorsed plan for the beautification of the Inverleigh township."*

Regrettably, your statement is incorrect and very significantly misrepresents what I told the meeting and included in my media statement.

While I would be delighted to support any federal funding application for a streetscape upgrade which was strongly backed by the community, this is a decision made by government as a whole which is subject, in the ordinary course of business, to strict funding criteria. I do not make funding commitments unless funding has been confirmed by my government; and to misrepresent my words in this respect is most disappointing.

There are some necessary beautification works required such as fixing the road outside the hotel and improving some landscaping; it is regrettable that these could not be funded out of council's maintenance budget. I note council has spent approximately \$70,000 on the design fees about which many in the community are concerned.

Authorised by Sarah Henderson MP, Liberal Party of Australia, Wauryn Ponds VIC  
 3A/195 Colac Road, Wauryn Ponds Vic 3216 (03) 5243 1444 sarah.henderson.mp@aph.gov.au  
 sarahhenderson.com.au SarahHendersonMP @SHendersonMP



I am very proud of the work I am doing for the Inverleigh community on behalf of the Government which includes delivering NBN fast broadband, upgrading lighting at Inverleigh Sporting Complex and investing \$5 million for safety upgrades for the Hamilton Highway including sections near Inverleigh.

I am delighted our Government is about to announce \$222,000 for the Teesdale Turtle Bend Reserve Upgrade under our Building Better Regions Fund.

I look forward to receiving your revised plan for the Inverleigh township which I trust will be broadly embraced by Inverleigh residents. In the meantime, I would urge you to complete the necessary maintenance that is required.

Yours sincerely



Sarah Henderson

5/13/2019

Authorised by Sarah Henderson MP, Liberal Party of Australia, Waurn Ponds VIC

Dear [REDACTED]

**Delivering for Inverleigh**

As your local Federal MP, my job is to stand up and **deliver for you**, first and foremost. This is a responsibility I take seriously.

At the recent community meeting on the Inverleigh streetscape proposal, I was very pleased to **back the community** in rejecting council's proposal. I enclose my letter to the Mayor of Golden Plains Shire which makes my position clear.

Whether it's better **sporting facilities**, a **safer Hamilton Highway** or vital **communications** infrastructure, I have been very proud to have delivered for Inverleigh.

Working together, there is more to be done. But I need **your support**. At the upcoming federal election, I respectfully **ask for your vote** so that I can continue to work hard and deliver on your behalf.

Yours sincerely



**Sarah Henderson**

19/03/2019

CW:CC

# Attachment C8 A - I

2 pages

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

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

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

## They would like to see:-

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

I - A 83 tngmbothA

like sculptures = timeless, rustic, iron. Note: Current picnic table and seats in Lawson's Park were part of an arts project.

19. Maximise parking on both service roads in commercial precinct. Parallel and angle as per current situation.
20. One way on service road outside school maintained during school hours. Outside school hours two way.
21. Service Roads – possible 40 kph speed limit, currently 50.
22. More bins for rubbish in tourist areas – not for household rubbish though.
23. Footpaths – maintenance along High Street. Additional in side streets where there are no paths.
24. Maintain or extend current truck parking – vital for drivers to rest / revive. Both sides of highway. No traffic island on Highway.
25. Post and rail or some type of barrier from bridge to East street on north side of highway to discourage pedestrians crossing highway along that section.

**They would not like:-**

1. A concrete median strip
2. Shared pedestrian / bike path along footpath outside store. See what they would like at 15.
3. No small garden beds – lack of water and maintenance
4. No pathway on grass median strip. Maintain current footpath.

The question was asked about the community being able to undertake some tasks, offering labour as their contribution.

Geelong Advertiser Page 4 24/11/19

# Parents fear new drains

JACOB GRAMS

PARENTS in Inverleigh remain on edge fearing for their children's safety as they wait to see whether Golden Plains Shire will fix what they've described as "Third World" drainage works.

Open swale drains were installed late last year due to potential flooding concerns, but residents say the result is "not fit for purpose" due to their depth, steep drop-offs and a lack of safety measures.



The Common Rd drainage.

Open swale drains were installed late last year due to potential flooding concerns, but residents say the result is "not fit for purpose" due to their depth, steep drop-offs and a lack of safety measures.

"It doesn't matter whether the drains are full or not. If they slide on the gravel, it will cause a fair bit of injury," Ms Guift said.

"What they've done so far — digging a big hole and putting Third World country style drains to direct water under the road down the hill, I don't think that's a good enough outcome.

"I think having open drainage is just not something from this century.

about safety," Ms Guift said.

Golden Plains councillor David Evans, a retired engineer, recently met with concerned Common Rd residents to inspect the works, telling residents he found the result "frightening".

Cr Evans said at some points, he felt the depth of the drains posed risks to motorists and could restrict access for some property owners.

He also shared parents' concerns that in a torrential downfall, a child could lose their life if swept into the drain and any of the culverts.

their concerns to council and asked that they follow that process to reach a solution.

A Golden Plains Shire spokeswoman said council did not believe the works posed added danger to residents, but planned to conduct a risk assessment of the deepest drains and steepest roadside batters.

"The open swale drains along Faulkner Rd and Common Rd in Inverleigh were enlarged during 2018/19 due to significant flooding of roads and private property," the spokeswoman said.

"Following a review of infrastructure options to address this issue, increasing the ca-

pacity of the existing drains along the road reserves was identified as the best option.

"In some sections, the drains have steep batters and are not as shallow or as wide at the base as preferred, however the narrow width of the road reserves and the location of power poles limited the options of infrastructure.

"Council maintains that the driveway culverts do not present an entrapment risk to the public.

"If the risk assessment identifies the need for guard fencing, this will be installed during the current financial year."



WINTER & TAYLOR HOLDEN

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GOLDEN PLAINS PLANNING SCHEME

3 pages

18/07/2019  
C074gpla

**SCHEDULE 16 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO16**.

**BARRABOOL VIEWS NORTH**

**1.0**  
18/07/2019  
C074gpla

**Objectives**

None specified.

**2.0**  
18/07/2019  
C074gpla

**Requirement before a permit is granted**

None specified.

**3.0**  
18/07/2019  
C074gpla

**Conditions and requirements for permits**

The following conditions and/or requirements apply to permits to subdivide land:

- Before the issue of a Statement of Compliance, or any other time which the responsible authority agrees, an all weather perimeter road must be constructed on the western, northern and eastern boundaries of the development plan area to the satisfaction of the responsible authority.
- Before the issue of a Statement of Compliance, or any other time which the responsible authority agrees, all residential development must be serviced with sealed roads that have a minimum width of 25 metres to the satisfaction of the responsible authority.
- Before the issue of a Statement of Compliance, or any other time which the responsible authority agrees, a concrete footpath must be provided along one side of all sealed road within the subdivision to the satisfaction of the responsible authority.
- Before the issue of a Statement of Compliance, or any other time which the responsible authority agrees, Hopes Plains Road must be constructed and sealed from the entry of the subdivision to the corner of Faulkner Road to the satisfaction of the responsible authority.
- All stormwater discharging from the subject site, including to the south through the existing subdivision, shall be limited to pre-development flows or less in accordance with recommendations of a Stormwater Management Plan approved by and to the satisfaction of the responsible authority.
- Before the certification of a plan of subdivision or at such other time which is agreed between the responsible authority and the owner, the owner must enter into an agreement or agreements under section 173 of the Planning and Environment Act 1987 (the Act) which provides for:
  - The prohibition of the construction of buildings, including outbuildings, within the northern, western and eastern interface defendable space areas in accordance with the Land/Bushfire Management Plan.
  - Acknowledgment that the land adjoins rural uses, including operating farming properties, and that at times there may be off-site affects associated with the neighbouring rural use.
  - 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 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.

Application must be made to the Register of Titles to register the section 173 agreement/s on the title under section 181 of the Act. The owner must pay the cost of the preparation, (and) execution and registration of the section 173 agreement.

## GOLDEN PLAINS PLANNING SCHEME

## 4.0

18/07/2019  
C074gpla**Requirements for development plan**

A development plan must include the following requirements:

- A site analysis and design response that demonstrates that the proposed subdivision and development will integrate with the adjoining residential development.
- An overall plan that incorporates the recommendations of the Environmental Site Assessment, Stormwater Management Plan, Flora and Fauna Management Plan, Landscape Plan, Onsite Wastewater Management Plan, Land/Bushfire Management Plan and Staging Plan.
- A subdivision layout design that:
  - Provides a 6 metre perimeter road on the north, east and west boundaries of the site for emergency access
  - Provides for all residential development to be serviced with sealed roads that have a minimum road reserve width of 25 meters
  - Makes provision for at least one north-south access road in addition to Hopes Plains Road to enable movement away from bushfire risk associated with the Inverleigh Nature Conservation Reserve
  - Integrates road access with the existing residential development to the south via Falkirk Crescent
  - Provides that no lot directly adjoins the Inverleigh Golf Course or Inverleigh Nature Conservation Reserve unless separated by a perimeter road
  - Provides for future subdivision and development in accordance with the *Infrastructure Design Manual*, Local Government Infrastructure Design Association.
- An Environmental Site Assessment prepared by a suitably qualified environmental professional that:
  - Provides a detailed assessment of potential contaminants on the land
  - Provides clear advice on whether the environmental condition of the land is suitable for the proposed use/s and whether an environmental audit in accordance with Part IXD of the Environment Protection Act 1970 of all, or part, of the land is recommended having regard to the Potentially Contaminated Land General Practice Note June 2005 DSE.
  - Where the Environmental Site Assessment determines an environmental audit is required, provides advice confirming that: (a) a Certificate of Environmental Audit has been issued in accordance with Section 53Y of the Environment Protection Act 1970; or (b) a Statement of Environmental Audit has been issued in accordance with Section 53Z of the Environment Protection Act 1970 and the site is suitable for the intended use(s).
- A Stormwater Management Plan that:
  - Details how stormwater will be collected and treated within the subdivision and identifying the proposed methods for disposing of stormwater
  - Identifies how all stormwater discharging from the subject site, including through the south through the existing subdivision, shall be limited to pre-development flows or less.
- A Flora and Fauna Management Plan that:
  - Incorporates the findings of the Land/Bushfire Management Plan
  - Identifies and provides assessment of the health and recommended treatment for all scattered trees
  - Identifies vegetation protection envelopes for all lots containing mature trees where all vegetation envelopes must be wholly contained within a single proposed allotment.



## GOLDEN PLAINS PLANNING SCHEME

- A Landscape Plan that:
  - Incorporates the findings of the Flora and Fauna Management Plan
  - Identifies the proposed location and species of proposed vegetation.
- A Land Capability Assessment undertaken in accordance with Environment Protection Authority Publication 891.4 Code of Practice – Onsite Wastewater Management, or as amended, which demonstrates that wastewater can be treated and retained within each proposed allotment.
- A Land/Bushfire Management Plan prepared by an appropriately qualified professional in consultation with the Country Fire Authority and the responsible authority . The Plan must be generally in accordance with the Bushfire Planning Assessment, 230 Hopes Plains Road, Inverleigh, 29 June 2019 by Ecotide and Addendum to Bushfire Planning Assessment, 230 Hopes Plains Road, Inverleigh, 29 June 2019 by Ecotide. The plan must:
  - Identify development areas capable of meeting a BAL - 12.5 rating under *AS 3959-2009 Construction of Buildings in Bushfire-prone Areas* (Standards Australia, 2009) and design measures to restrict development outside these areas
  - Identify design measures to mitigate bushfire risk, including suitable separation distances and management of vegetation
  - Provide for a 6 metre wide emergency access and egress perimeter road constructed to an all-weather standard around the western, northern and eastern boundaries of the area. The perimeter road must be trafficable to allow emergency vehicle access and egress, clear of any obstructions and gated at all entry points.
- A Staging Plan.

Attachment F of A-I  
2 pages

**REPORT ON INFRASTRUCTURE CONTRIBUTIONS  
AND DEVELOPMENT CONTRIBUTION LEVIES  
1 JULY 2017 – 30 JUNE 2018**

**Requirement**

1. Under section 46GZJ of the *Planning and Environment Act 1987* (the Act), the Minister for Planning must report annually to the Parliament on the following matters:
  - a. the total infrastructure contributions provided, and the total amount of the development contribution levies paid, to a municipal council that is a collecting agency or a development agency during the period covered by the report; and
  - b. the total infrastructure contributions provided, and the total amount of the development contribution levies paid, to a collecting agency or a development agency that is not a municipal council during the period covered by the report; and
  - c. the total amount of the monetary components of infrastructure contributions, land equalisation amounts and development contribution levies paid into the Consolidated Fund during the period covered by the report; and
  - d. the total amount of the monetary components of infrastructure contributions, land equalisation amounts and development contribution levies paid out of the Consolidated Fund during the period covered by the report; and
  - e. the total infrastructure contributions provided, and the total amount of the development contribution levies paid, during the period covered by the report.

**Definitions**

2. In this document—
  - collecting agency* means a person specified in a development contributions plan as a person to whom a community infrastructure levy or development infrastructure levy is payable;
  - development agency* means a person specified in a development contributions plan as a person responsible for the provision of works, services or facilities or for the plan preparation costs for which a community infrastructure levy or development infrastructure levy or part of a levy is payable.

**Reporting**

3. The total infrastructure contributions provided, and the total amount of the development contribution levies paid, to a municipal council that is a collecting agency or a development agency during the 2017-18 financial year is set out in the following table:

Council	Levies received	Works-in-kind accepted	Total
Ballarat	\$1,309,774.03	\$5,866,443.35	\$7,176,217.38
Baw Baw	\$1,796,000.00	\$2,935,906.97	\$4,731,906.97
Bayside	\$393,791.00	-	\$393,791.00
Brimbank	\$132,771.00	-	\$132,771.00
Cardinia	\$15,128,797.00	\$9,427,267.00	\$24,556,064.00
Casey	\$62,288,811.41	\$80,541,476.03	\$142,830,287.44
Greater Dandenong	\$4,403,509.00	\$4,647,406.00	\$9,050,915.00
Greater Geelong	\$2,779,960.00	\$1,094,700.00	\$4,774,660.00
Greater Shepparton	\$396,966.00	-	\$396,966.00
Hobsons Bay	\$44,435.06	-	\$44,435.06
Hume	\$34,212,841.00	\$2,261,250.00	\$36,474,091.00
Manningham	\$788,904.00	-	\$788,904.00
Melton	\$19,909,537.92	\$28,576,021.92	\$48,485,559.84
Mildura	\$733,625.00	\$121,475.95	\$855,100.95
Mitchell	\$1,954,349.11	-	\$1,954,349.11
Moreland	\$2,097,354.00	-	\$2,097,354.00
Nillumbik	\$1,041,846.35	\$1,769,336.40	\$2,811,282.75
Port Phillip	\$49,798.04	-	\$49,798.04
Surf Coast	\$2,288,193.00	-	\$2,288,193.00
Warrnambool	\$392,066.00	\$534,290.00	\$926,356.00
Whittlesea	\$13,954,541.41	\$4,335,422.00	\$18,289,963.41
Wyndham	\$40,925,407.00	\$27,659,994.00	\$68,585,401.00
	<b>\$206,943,597.33</b>	<b>\$140,700,889.62</b>	<b>\$347,644,586.95</b>

4. The total infrastructure contributions provided, and the total amount of the development contribution levies paid, to a collecting agency or a development agency that is not a municipal council during the 2017-18 financial year is set out in the following table:

Agency	Levies received	Works-in-kind accepted	Total
Victorian Planning Authority	\$0.00	\$0.00	\$0.00
	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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5. The total amount of monetary components of infrastructure contributions, land equalisation amounts and development contribution levies paid into the Consolidated Fund during the 2017-18 financial year is as follows:
  - Nil
6. The total amount of monetary components of infrastructure contributions, land equalisation amounts and development contribution levies paid out of the Consolidated Fund during the 2017-18 financial year is as follows:
  - Nil
7. The total infrastructure contributions provided, and the total amount of the development contribution levies paid, during the 2016-17 financial year is as follows:
  - \$347,664,586.95

# Attachment G 8A-I page

From: Alicia te Wierik <alicia.tewierik@goldenshine.com.au>  
 To: [Redacted]  
 Date: 26 November 2019 at 1:53 pm  
 CC: [Redacted]

Dear [Redacted]

Thank you for your email to Laura Wills dated 19<sup>th</sup> September 2019 which seeks information regarding Development Plans, Developer Contributions and Freedom of Information. Laura has asked me to respond to you on her behalf.

**Development Plan Overlays and the Design and Development Overlay Schedule 5**

A Development Plan Overlay (DPO) is a specific planning tool that can be used to guide future use and development of a site.

A DPO requires that the proposed future use or development be shown on a Development Plan Overlay. The DPO then sets out the specific planning permit application form, notice and rules. Golden Plains Shire generally uses DPOs at the rezoning stage for the development (subdivision) of the land. Preparation of a DPO is used to articulate particular matters that need to be dealt with at the planning permit stage. They provide a level of certainty at the rezoning stage that the on-ground works, specific conditions and the final product will conform to the nature of the proposal supported at rezoning stage.

Development Plans are presented to Council for approval. The quality review and auditing associated with a Development Plan is undertaken when considering the Development Plan application for approval and then via the final planning permit stage for the associated subdivision. In the case where a Development Overlay applies to the site, a planning permit cannot be issued for the subdivision until there is an approved Development Plan and conditions specified in the Schedule to the Development Plan have been applied to the planning permit.

A planning permit for a subdivision will generally be in accordance with the approved Development Plan, however the planning permit also considers the next layer of detail, such as specific drainage requirements, road construction details, landscaping requirements, open space requirements and the like. The auditing/ checking that occurs at this planning permit stage is via the endorsement of relevant plans and then via the subdivision process stages of certification. Finally, the issuing of a Statement of Compliance (internal and external permits) have signed on to the physical works that have been required.

Approval of a Development Plan means Council has been satisfied that the requirements of the Schedule for that particular site have been met. The Development Plans for Schedules 7, 8 and 9 have been approved confirming that the requirements of the Schedule were met. Once a Development Plan is approved and constructed, the Overlay is essentially redundant and should be removed from the Development Plan. Development Plans required by Development Plan Overlay Schedule 16 have not yet been received.

In regards to the Schedule 5 you refer to, I assume this relates to the Design and Development Overlay Schedule 5 which details building setbacks and permit triggers for buildings in the Low Density Residential Zone.

**Development Contributions**

Golden Plains Shire does not have any Developer Contribution Plans. Developer Contributions are sought in accordance with a Council Policy which can be found on Council's website via the following link: <http://www.goldenshine.vic.gov.au/Assets/Docs/DevelopmentContributionsPolicy.pdf>. Some developments may pre-date this policy, such as Argye Park. In regards to the Barrabool Views and Warrigum developments, developer contributions were secured by a legal agreement at the rezoning stage. Copies of these legal agreements need to be secured; developer contributions can be obtained through a Freedom of Information process.

**Freedom of Information**

Information regarding the Freedom of Information process, including a summary of what types of documents can be accessed under this process is available on Council's website, <http://www.goldenshine.vic.gov.au/Assets/Docs/foi/foi-process.pdf>. To make an application, please complete the Freedom of Information Request form and submit the form to Council, along with payment of the application fee.

Kind regards,  
 Alicia te Wierik

**Alicia te Wierik**  
 Senior Strategic Planner  
 Golden Plains Shire Council  
 P: 03 5210 7143 | F: 03 5205 7500  
 alicia.tewierik@goldenshine.vic.gov.au | www.goldenshine.vic.gov.au


 GoldenPlainsShire
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I-AG 2 Attachment

# Attachment H of H-1

2 pages  
Policy Manual

Golden Plains Shire Council

## 10.4 Development Contributions

<i>Policy Title:</i>	<i>Development Contributions</i>
<i>Date adopted:</i>	<i>22/9/05</i>
<i>Date Revised:</i>	<i>23/7/09 (amended); 27/4/11; 24/5/16</i>
<i>Minute Book Reference:</i>	<i>Council Minutes</i>
	<i>22/09/05 Item 4.10.1(e), page 17 (refer Audit &amp; Finance Committee Minutes 8/9/05, item 4.5, page 48)</i>
	<i>23/7/09 Item 4.7.1, page 28 (amendment – refer In Camera Minutes 23/7/09, item 2.1, pages 4-6)</i>
	<i>27/4/11 Item 4.9.1(a), page 53 (refer Audit &amp; Finance Committee Minutes 12/4/11, item 4.1, page 6)</i>
	<i>24/5/16 Item 4.4.1, pages 24-26</i>
<i>Next Revision Due:</i>	<i>May 2020</i>

### PURPOSE

To ensure that new developments in the Shire contribute to the establishment, maintenance and improvement of social and physical infrastructure within the local community where the development occurs.

### POLICY

It is Council policy that:

1. In addition to public open space requirements, a requirement for a minimum cash contribution of \$4,500 per lot in Bannockburn and \$1,500 per lot throughout the rest of the Shire will be applied to each request to rezone land for residential development. The amount negotiated will not be less than \$4,500 in Bannockburn and \$1,500 throughout the rest of the Shire, and may be more in areas where it is determined that the development will create a higher demand for social and physical infrastructure;
2. At Council's discretion, requests to rezone land for other purposes may attract a contribution requirement where the outcome of the amendment will place additional load or usage on social and physical infrastructure in the local community where the development is proposed;
3. Council officers will enter into negotiations for development contributions with applicants wishing to develop land zoned residential. At Council's discretion, a contribution to this scenario may be made in forms other than cash contributions;
4. A request to rezone land for residential purposes shall not be considered until such time as the applicant/ owner/ developer has entered into an agreement to contribute the prescribed amount per lot;
5. An agreement for the developer to make contributions will usually be ratified through the use of a Section 173 Agreement and, once finalised, will be applied to the land (via the title) proposed to be developed at the developer's expense;
6. A trigger for the payment of the development contribution may be negotiated, but it will usually be paid upon the settlement of each allotment; and
7. All funds received will be deposited into an account specifically for development contributions and maintained as part of the discretionary component of Retained Earnings.



**Minister for Public Transport  
Minister for Roads**

DOT120210  
(File No.: PC021577)

Ms [REDACTED]  
[REDACTED]

GPO Box 2392  
Melbourne Victoria 3001  
Australia  
Telephone: +61 3 8392 6000  
www.vic.gov.au  
DX210292.

Dear Ms [REDACTED]

**PROPOSED ROUNDABOUT - INTERSECTION OF HIGH STREET AND MILTON STREET, BANNOCKBURN**

Thank you for your email of 30 June 2014, regarding the funding arrangements of the Shelford-Bannockburn Road (High Street and Milton Street intersection) in Bannockburn.

In March 2014, I provided approval to Golden Plains Shire to redirect \$300,000 from the Country Roads and Bridges Initiative, to facilitate the intersection improvements at High Street and Milton Street in Bannockburn. This approval was provided on the basis that no priority works have to be reallocated from the Golden Plains Shire's 2014-15 budget, and that there are no other road maintenance or restoration works that are of higher priority throughout the Shire.

The design of the intersection has been done in a holistic manner, incorporating the current and future use and function of High Street, the primary school, the service roads and the shopping precinct. The roundabout is considered the most appropriate way to reduce the speed of traffic, and to provide for vehicle movements at this location.

The Inverleigh-Shelford Road is an arterial road managed by VicRoads, and is not available for funding under the Country Roads and Bridges Initiative. VicRoads will continue to monitor the safe operation of this road, and any future upgrades will be considered in this context in a future roads program.

Should you require any further information, Mr Sam Pirrotta, VicRoads' Manager, Planning, South Western Victoria (Tel: 03 5225 2543), would be pleased to assist.

Thank you for taking the time to write regarding this matter, and for your interest in road safety.

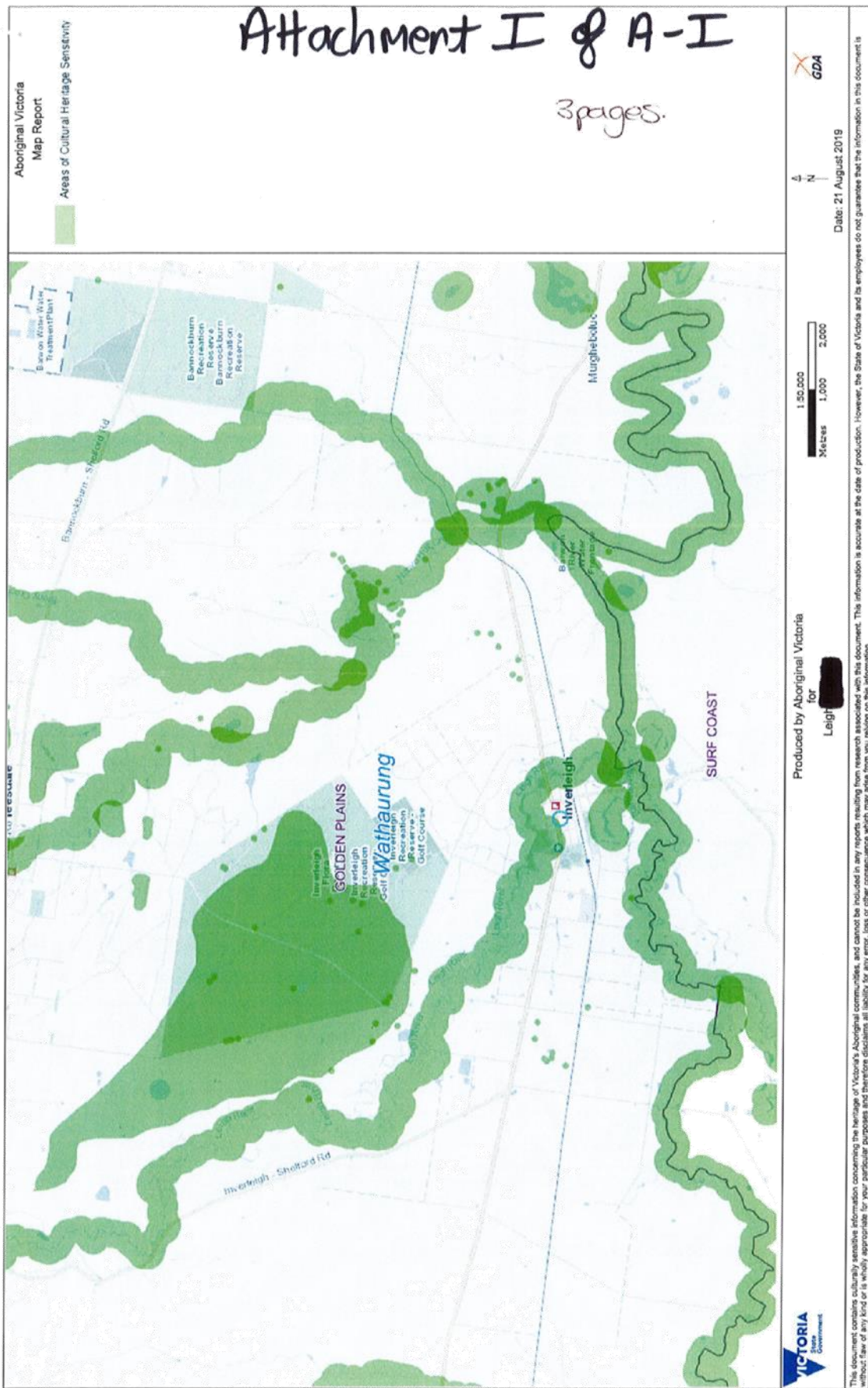
Yours sincerely



Hon Terry Mulder MP  
Minister for Roads  
5/18/2014







I-A & I trombotta





### Scar Tree Inverleigh Flora & Fauna Reserve

#### Indigenous History

For tens of thousands of years before the arrival of Europeans the local Wathaurang tribe wandered the area from Geelong, north to encompassing the Bellarine Peninsula. Each tribe spoke a unique language. Aboriginal tribes camped here for 40,000 years. Fishing and hunting for waterbirds, as well as harvesting aquatic vegetable roots and seeds from the creeks, sustained these original Australians.

The Wathaurang is a recognized tribe that consisted of 25 groups (clans). The Tolloora People owned the territory around Inverleigh and Teesdale and their daily lives were occupied in hunting and fishing, plant gathering, raising their young and performing social ceremonies which were rich with symbolic meaning. The open forest and clearings, the creeks and waterholes and the wide grasslands provided a varied diet and all the necessities for a comfortable life. Each clan moved within defined areas according to food supplies and annually returned to the same sites to harvest and hunt.

P.L. Brown writes in the 'Narrative of George Russell', that George Russell mentions stopping for the night at the junction of the Barwon & Native Hut Creek "A great number of blackfellows' mia-mias were about here, which was the reason why the creek got the name of the Native Hut Creek"

#### Scar Trees

##### *Why did aborigines remove bark?*

Aborigines removed bark from trees to make canoes, containers and shields and to build temporary shelters. They also cut toe holds in trees to make them easier to climb. This allowed them to use trees as lookouts, hunt for possums or beehives, and cut bark higher up in the tree. Sometimes trees were carved or decorated, but examples are rare in Victoria.

To remove bark, the aborigines cut an outline of the shape they wanted using stone axes or, once Europeans had arrived, steel axes. The bark was then levered off. Sometimes the axe marks made by aborigines are still visible on the sapwood of the tree, but usually the marks will be hidden because the bark has grown back. The amount of bark regrowth may help you tell the age of the scar.

##### *Why are scarred trees important?*

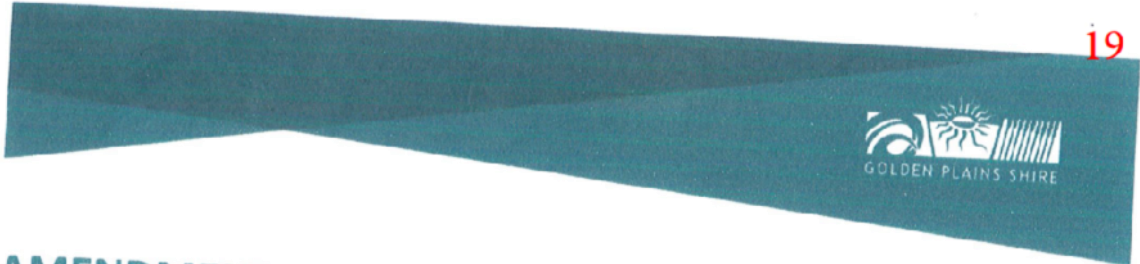
Scarred trees provide valuable clues about the use of perishable materials by aborigines. Because wood often rots away, Victorian museums have only a small number of aboriginal artifacts. Most of our information on aboriginal use of wood comes from the writings of early settlers and explorers.

Scarred trees are easier to find than many other archaeological sites. They tell us where aborigines used to live and help us find other types of archaeological sites, such as scatters of stone tools. Scarred trees also provide aboriginal people today with an important link to their culture and their past.

Photo: Dianne Hughes

Submitted to the "Leigh News" May 2014 by Dianne Hughes (Edited)

3



# AMENDMENT C87gpla – INVERLEIGH STRUCTURE PLAN SUBMISSION FORM

PLEASE PROVIDE YOUR DETAILS BELOW

Name: [REDACTED]  
Address: [REDACTED]  
Contact to: [REDACTED]  
Email: [REDACTED]

PLEASE PROVIDE YOUR SUBMISSION BELOW:

See Attached

5220 7111

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