



Sent: Tuesday, 17 November 2020 2:17 PM
To: Emily Killin <Emily.Killin@vpa.vic.gov.au>
Subject: Bannockburn Growth Plan

Good afternoon Emily, please find my questions arising from the recently released Growth Plan for community engagement.

Bannockburn Growth Plan – Vision 2050

Questions

Framework Plan incorporated includes development for more foreseeable time period like the next 10 years rather than next 30 years? This document should incorporate references to all associated Planning studies both current and previously undertaken by council consultants. The strategy (Growth Plan) should not be reviewed in isolation. Consequently progress of the agreed development needs to ensure its integration as staged development proceeds without inclusion for, or future compromise thereof.

Golden Plains Planning Scheme

Bannockburn Transport Strategy

Gheringhap Employment Precinct

Draft Golden Plains Shire Council Environment Strategy 2019-2027

Bushfire Management Overlay

Council Plan 2017 – 2021

Major consideration is the connectivity of Bannockburn town community which is currently separated by Geelong/Ballarat Freight rail line to the north and east, Bruce's Creek creates a barrier to the west and the main arterial road from Shelford runs through the centre of town.

Education and Community facilities have been established to the north/west of the township, therefore majority of connectivity needs to be given for all residential areas to this precinct along with the town centre for shopping and services suppliers. Its therefore imperative safe and direct access can be provided to these areas by motor vehicles, bicycles and pedestrians.

Increased residential development will increase traffic volumes through the centre of town. The Burnside Road alternative is less direct to Geelong/Surf Coast and even more so if traffic heading towards Melbourne. The Framework Plan shows provision for the required arterial road (Bannockburn Bypass) to include road freight and OS vehicles that pass through the town. However this is only shown as 'Indicative'? and again depends upon RRV finalisation of Midland Highway upgrade option from Gheringhap to Geelong RR.

The future development of residential land around Bannockburn is highly dependent upon the location of this arterial road reservation so not to include a further structure that breaks the townships connectivity. Additionally to ensure that sufficient road reservation width is provided so not to encroach on land zoned as residential, post development and to also ensure provision

of the bypass is maintained and not built out.

The timing of this bypass needs to also ensure that roadworks do not isolate newly developed areas and with consideration of impact on travel times from traffic management and increased traffic volumes of which majority will need to be funnelled through the township centre and railway crossing to access the Midland Highway.

Therefore the arterial road reservation must be determined and inclusive to the planning of the land rather than be indicative it must be definitive. This requires Golden Plains Council and Regional Roads Victoria to complete studies and funding for this to happen so there is no future compromise to the future residential development and amenity of Bannockburn.

The current Framework Plan needs to be provided with greater detail as currently the east/west route of the proposed bypass suggests that it is running within the existing HV Power easement?

This HV Power easement is likely to be 50-60m wide and again creates a separation across the proposed area of residential development. This should be shown on the Framework Plan and needs to consider its aesthetic impacts on the development.

It's not likely that the new arterial bypass roadway will be permitted to be built within this HV easement, consequently an additional arterial roadway easement will need to be included adjacent and running parallel to it. Depending upon the classification of this roadway its likely to be in excess of 20m and upto 30m wide. Furthermore the current proposal to utilise Harvey Road as part of the arterial bypass appears unlikely due to impacts on the existing residential development.

The land zoned as residential at the southern end of Burnside Road must include existing Planning controls as Turi Poultry exists on the south side of the Burnside Road rail crossing. Vic CofP requires a minimum 250 meters clearance from such developments to residential property.

Land on the west side of Burnside Road currently has low lying land subject inundation and would not be suitable for residential development. It's assumed that this has been incorporated into the indicative linear park, to allow for the surface runoff into wetland/dam areas..

The proposed residential area off Levy Road incorporates a future retail centre? Is this viable? Bannockburn township has been subject of previous studies and proposed developments such as the supermarket expansion which has been speculated for the last eight years but has still not progressed. Viability of any further commercial area must include consultation with existing commercial/retail so any increased population for which their developments are dependent are not compromised.

No doubt much of this will already be addressed, however detail is lacking and it appears the finalisation of the proposed arterial bypass road route is also dependent upon Regional Roads Victoria. However It's imperative to the big picture and opportunity to define and lock down the road reservation maybe lost if developments of residential land are hastily progressed as a result of economic initiatives promoted by governments because of covid impacts.

Regards

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