

**From:** [REDACTED]  
**To:** [amendments](#)  
**Cc:** [REDACTED]  
**Subject:** HPE CM: Bannockburn Growth Plan Submission  
**Date:** Tuesday, 24 November 2020 3:14:41 PM

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Dear Sir/Madame

I am a 11 year resident of Bannockburn and also served as a Shire Councillor in the last term. I am an Engineer so am well positioned to forward comments that I consider important.

The draft document is definitely the correct starting point for the planning for this expansion.

Firstly ,Bannockburn has in my opinion a legacy of poor planning due to unexpected growth and planning staff of multiple layers of experience.

There is in no doubt a major problem with the existing commercial zone that even when and if the Nardi development does come about it will be looked at as the wrong location for such an area. In council I was in opposition to the concept and argued that the traffic movements were terrible.

The Bannockburn traffic study confirmed all I said and there shall be needed multiple sets of controlled intersections in an area that is already saturated with traffic at certain times of the day.

Any development to the south MUST include a central Warn Ponds like shopping area with No commercial traffic able to direct it. If necessary that land should be identified and zoned at an early stage by council if necessary. Initially it may be in open location with allowance for residential growth to radiate into.

### By Pass

The Bannockburn bypass must be identified and again zoned as a corridor. It must be four lane and it must not require commercial traffic to go through any ninety degree turns. The suggested path of running into Ryans rd will only compound the problem in the future. There shall be no doubt that the residential traffic density will accelerate from both Teasdale and Inverleigh and this bypass must also function smoothly for this . Those town towns are expected to triple in population and their structure plans have no areas allocated for commercial zones.

The by pass must in my opinion be the only crossing over Bruce's Creek other than the existing one on the Shelford road and the future one at the extension of Milton Street. As a rural shire we already have far to many bridges that compounds our budget capacity.

This bridge will be four lane and it should be aligned in the transmission line corridor and there should be an appropriate buffer zone on each side.

This road also must extend to the south of the Bannockburn bush and sweep through the farmland to the west before merging into the Bannockburn Shelford Road.

### Schools

Any new schools must be sited to make it easy for drop of and pick up and being aligned with this major arterial with appropriated parking bays along the reserve corridor will improve the future traffic flows. Australians in my opinion will continue to use personal transport well into the future.

Future sporting arenas also would be located along this corridor.

### Town Character

Your document referred to the liability of the town and its rural character. In regards to the rural character, this is a dream of the past and it already has adopted many of the patterns of other growth areas in cities like Geelong. Their is in my opinion that the minute there is available a wide network of sewage works all existing underaged sites will be subjected to subdivision. Bannockburn and the shire as a whole is in a endless phase of subdivision of all properties that are over two acres,(8000m). The Shire made a very poor decision in the past that defined that the minimum Bloch size for an underaged block was 10,000m. This has caused a disaster as the now subdivided blocks have enormous numbers of undesirable battle axe blocks and doubling

or tripling the road access driveways. This has resulted in both a planning and liability nightmare.

It is intended to have new developments in a staged manner but we have the perennial problem of the rolling interface between the farm zone and in this case high density residential.

The document must define how this interface is managed so we do not have conflict developing. My suggestion is that any development will only be approved that ensured that a buffer zone must be in place with governed activity that has minimal impact on residential residents. When the next subdivision is done on the other side of this buffer it is only then that the developer can turn the buffer into a residential development. The biggest problem with high density developments is the poor planning that is done in relationship to vehicle parking. It seems that although a garage is built is often becomes a default storage unit and the cars including the work vehicles are parked on the street. This trend can only be changed by applying a change to the planning rules or local laws. Making it an offence to park a vehicle used by the occupant on the street will ensure the land will be developed with an appropriate area to park within the property. This may well mean that at least an extra 40m<sup>2</sup> is available for this purpose only. This will result is more open streets with benefits for sight lines, child safety as well as enhancing the access for emergency vehicles.

## Water Management

In regards to the management of storm water I feel the document is severely lacking in this area. The Barwon area is heading into severe water stress and Barwon Water under its current charter is dragging the chain. Our water ways are a pittance of what they were and with the proposed growth we will be importing larger amounts of water with very little said in its management other than through the sewage system. The septic properties all contribute to ground water flows and if we are going to place storm waters in water features such as wet lands' will they comply with health standards.

It has been my opinion that all water must be treated to class A and we have an ideal opportunity to adopt such a concept here. This is not rocket science and it is already done in many parts of the world as well as visionary areas of Australia.

All developments must be done with purple pipes installed to take advantage of any future recycled water should it be decided that it will not be treated to class A.

## Developer Contributions

The cost of the infrastructure for getting the best outcome will be a major problem for council to fund. Being a rural shire we have a very difficult problem to maintain our existing network and a area like Bannockburn is a major rate contributor that subsidises the rest of the shire. Councils shy away from developer contribution plans due to their cost and management. We must come to grips with this and have a firm policy to ensure the new residents through their land purchase fully fund the cost of having them choose our community to live in. If developers rally against this then we simply ignore them. There will be a level of growth that will be met and we need to accept that. The simple fact that we must provide a 15 year supply of land means that the potential growth of Bannockburn has no limits.

Kind Regards

[REDACTED]

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