



# Development Plan Submissions Gibson Street Leongatha

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Thank you for your circular, dated 1st of July 2019.

It strikes me that for such a large development, there is very little parkland in it. I notice where we live (Floraston Drive), that the little park across the way is widely used, by kids playing footy, by young kids cycling, by teens walking, by dog walkers, and by older people going for an evening stroll. One pre-teen comes down from the far (western) end of Shingler street to play footy with his friend there. I was surprised by just how popular it is.

This new development is at least twice the size of the Floraston Drive development, yet it appears to me that it has less parkland, proportionately, and the draining reserve running north-south might be OK for walking your dog or taking a walk, but will be too sloped and too wet to play informal footy. So I suggest that the top NE (left-hand) block, in the corner made by Gibson Street and Shingler Street, from Hillview Court north) be converted to a park. It's nice and level, kids could play footy, and it will probably turn out as popular as the park on Floraston Drive is. To compensate the developer for lost house sites, I suggest that the area zoned for unit development be increased by a small amount. A park in that corner of the development would almost connect with the park (drainage area) along the creek and would make the whole development very open and attractive, potentially increasing the selling price of most of the sites in the development.

This is a large development and the consequences of poor planning will be with us for decades. As Leongatha grows we will need more public space and parkland.

██████████

Strategic Planning Department,  
South Gippsland Shire Council

Your Ref: EF/19/329

Dear Sirs,

**Re: Development Plan, 77 Gibson St LEONGATHA**

I refer to the above development proposal and your letter dated 1 July 2019.

I wish to formally lodge an objection to the proposal in its current format.

In particular, I wish to object to the proposal for road access to be provided via the extension of Higg St.

As you are aware, Higg St is currently a dead-end street and accordingly, has been constructed and developed as such. Opening up the western end of Higg St to provide access to a development proposal for over 500 new lots would:

1. significantly and detrimentally impact on the amenity and safety of the residents living in Higg St. Higg St was fully constructed (wholly at my expense at the western end) to service a small number of residential and rural-residential lots. The street enjoys a quiet, rural aspect which would be destroyed by the opening up of the street as a thoroughfare. Additionally, the additional traffic would be a significant safety issue to the families who currently reside and access the street.
2. significantly increase traffic on surrounding feeder roads, such as Peart St, Brown St, Allison St and Gray St. This will not only dramatically change the overall amenity of this quiet part of town, but will also create safety issues for the numerous child care and pre-school centres in this area.
3. Further, I believe that opening up Higg St will also potentially encourage vehicles from the southern end of Leongatha to take a "shortcut" when exiting town via Old Korumburra Rd to the Western end of town and/or accessing the existing Shingler Estate.

On the basis of the above concerns, I confirm that I wish to object to the issuing of a permit for the proposed development.

Yours faithfully,

████████████████████  
██████████

Hope you can help with questions following from your letter to us re the above subdivision.

1. Your letter says the land IS zoned General Residential Zone 1 while the plan says currently zoned FZ, can you clarify.
2. Can you advise the zoning of our property , and should the subject property be rezoned residential whether our property between two residential zones would/should also be zoned residential?
3. I note a pump station near the intersection of Gibson and Worthy Streets and assume this for sewerage, can you advise how/if our property may be affected re sewerage availability, or forward to SGWater for their advice.
- 4.Can you advise the average, maximum and minimum block size for the proposed subdivision.
- 5.Are there any other possible impacts to our property?

Thanks

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Good morning South Gippsland Shire Council.

I recently received the information for the multi lot residential subdivision proposal for 77 Gibson Street Leongatha.

As an owner of land in the vicinity of the proposal, I provide the following comments for consideration:

1. Given the size of the overall subdivision, there is INSUFFICIENT PARK space for recreation. Given the health issues the Australian population is facing there needs to greater emphasis on providing open space for recreation, not just a drainage reserve.
2. There needs to FORMED MULTI USE PATHWAYS connecting the new proposal with greater Leongatha
3. I absolutely oppose the use of Gibson Street as an entry point to the subdivision. Entry should be off Shingler Street only, until the greater subdivision allows entry from Worthy Street or Higg Street.
4. Worthy Street must be upgraded and formed to allow greater access
5. UNITS must be limited to the area proposed
6. All services need to be underground, especially power

I also have further questions:

- A. What are the minimum block sizes
- B. What is the timeline for stage 1 and future stages

Thanks for the opportunity to provide comment

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Thanks you for the notification of the outline development plan. We live at [REDACTED] Higg St and our examination of the Council attached plan indicates that there will be no vehicular connection of new streets in the ODP which connect into Higg St. As the current West End of Higg St is not formed, sealed or kerbed we do not see it appropriate that traffic be directed into Higg St by the new subdivision. Can you please confirm that the ODP does not include a vehicle connection into Higg ST???

Looking at the contour map suggest the land immediately to the west of Gibson St and Higg St has substantial adverse cross fall we would consider allowing a small section of that land as a residential area is not appropriate. The north south road reserve near this corner will have steep fall and pedestrian usage would not satisfy the Disability Access code. We consider some further thought should be given to this area such that the subdivision pattern works better with the contours and avoids street which are unnecessarily steep. The current layout is geared to maximising a lot yield and not on supplying lots or streets which can be developed without major earthworks and retaining walls.

Regards

[REDACTED]  
[REDACTED]

To Strategic Planning Department,

I would like to submit my comments regarding the above proposed development.

- The proposed development is more inline with suburban growth, than that of a country town in an area of natural beauty. The number of houses is excessive and these will be crowded onto small blocks, out of character with the town and surrounding residences.
- The land is another area of prime agricultural land, which will be lost under development. Agriculture is still a primary employer and source of income for this area and as such, prime land needs to be protected.
- With over 600 new homes proposed on this site and a modest prediction 2 cars per house, this would mean an extra 1200 cars will be using the small roads surrounding the proposed development. These cars would either try to enter the junction with the South Gippsland Highway at the bottom of Shinglers Street or join the traffic entering the town. The new garage at the South Gippsland Hwy junction will already be causing extra traffic flow, which will be increased even further with all these extra cars, especially at peak times.
- There is a totally insufficient number of parking places in town even at the moment. During this latest school holiday I had to drive around and around town trying to find somewhere to park and had to give up and go back home in the end. This is the situation now, before the estates that are already being developed are finished and occupied, let alone this huge new proposed development. Currently at school times the queue of traffic held up at the Long Street traffic lights, often goes back beyond the BP Petrol Station. The increase in the number of cars which will arise from a massive development such as 77 Gibson Street, will make it extremely difficult to traverse through town, let alone use it for shopping. This negative experience will surely result in more people travelling to centres with a better traffic flow and good parking facilities. This will add even greater pressure on the already struggling local businesses to keep trading.
- Leongatha is on the route for tourists and Melbourne residents, who are heading for the coast and Wilsons Promontory. If we do not try and protect the character of Leongatha as a country town and replace it with just another suburban sprawl, these potential visitors will just keep on driving. They are likely to stop for coffee or a meal at somewhere like Meenyan or Fish Creek, which are retaining their character.

I hope as a Leongatha resident, you will take into account my comments on this proposed large development, which will have a major impact on the town and it's residents.

Kind regards,

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Hi Strategic Planning Department

Thank you for notifying us of the development application submitted for Shamrock Springs on the corner of Gibson Street and Old Korumburra Road. I have some concerns about the lack of preparation demonstrated in this proposal.

While I support further development of the town of Leongatha, and hope that opportunities are not missed, the scale of this proposal warrants more careful strategic planning. Over time, this potentially adds 500 dwellings to Leongatha, which could lead to a population increase of up to 2,500 people, or ~150% of our current population. While I am not averse to such an increase in principle, there are quite a few aspects of this growth that are not considered by the proposal, which should be considered before it could be described as a “plan”.

Firstly, there is no practical capacity for Leongatha Primary School to be enlarged without hindering the quality of academic achievement and pastoral care, and since this development proposal is on the opposite side of town, **a site for a second primary school, and the enlargement of our secondary college should be considered.** This should probably be considered regardless of the approval or denial of this development, but the development application certainly should not proceed until the need for a second primary school has been scoped and sites considered.

An increase of this size far exceeds South Gippsland Shire’s birthrate, and that means that the bulk of the increase will have to come from three possible sources: rural families moving into Leongatha, urban families relocating from Melbourne and migrant families arriving in Australia for the first time. The first of these sources is of little concern. Both of the latter present challenges that the proposal has not addressed.

It can be seen clearly with the explosion of greenfield developments in centres unfortunately closer to the fringes of Melbourne that families who relocate from the metropolis do not integrate into the social fabric of Gippsland, and instead retain both employment and social ties in the metropolis. Thus Gippsland has sadly lost the towns of Cranbourne, Berwick, Pakenham and Warragul to Melbourne’s unhindered expansion. The families that relocate in this way are frequently of low socio-economic background, and while no development plan should seek to exclude anyone on this basis, their relocation to Leongatha requires consideration of **improved council services for youth, people who are homeless and people with a disability.** The Shire is already below standard on providing leadership in these areas. Further consideration should also be given to the **additional policing required** to prevent our crime rate going the way of the metropolis, as well as expansion of **drug and alcohol services** through our hospital.

Migrants and refugees arriving in Australia should always be welcomed in Gippsland. But although the Shire seems willing to consider a proposal that would provide housing to attract them away from Melbourne, you don’t seem to be doing a lot more to consider their needs. **Provisions for English language training, employment services and assistance to help them find groups that would help them understand their new home should be considered as a part of this development plan.**

In the Australian Capital Territory, the Land Development Agency requires all developers to reserve a portion of each greenfield development for affordable housing for low income earners. This requirement should be considered for developments in South Gippsland Shire.



Even without it being a requirement, the Shire can nonetheless, especially given the enormity of this proposal, insist on an **affordable housing requirement** as a condition for approval.

Also, along with this proposal, strategic planning would consider the need it would create for better transport infrastructure. As residents moving from Melbourne will retain their ties with Melbourne, the duplication of the South Gippsland Highway to the Bass Highway junction is critical, and the restoration of the railway is a high priority. Before approving this proposal, **Shire must have some indication from the Victorian government that this infrastructure can be brought up to an appropriate standard**, and should also have plans in place for **sealing Sages and Logan's Road** to minimise the impact of increased traffic for residents and agricultural enterprises along that route to the South Gippsland Highway.

I note that on the notice sent to residents, there was a reference to potential unit sites in the first stage. I think we should be given some indication of whether a height restriction has been considered for these units. Surely we're not talking about high rise apartments, but even three storey units would seem inappropriate for Leongatha. I would like to suggest an absolute **height restriction of two storeys** across the entire development.

Two minor concerns I have with the proposal are the suggestion of a retail area, and the lack of curves in street alignments. Already the retail centre of Leongatha has many empty retail spaces, and this development, though very large, is not far enough away from the centre to warrant risking the division of our retail activity (the space would be better used for community infrastructure as suggested above). And curves are extremely beneficial in street layouts as they slow traffic and minimise the risk of creating the monotonous cookie-cutter housing aesthetic that plagues Melbourne's horrid fringes.

Lastly, and perhaps most tellingly, it seems a drastic and egregious oversight that the Environmental Site Assessment has failed to even consider the Bunurong heritage of the site. The research seems to have consulted the Crown, the Melbourne City Council, a couple of street directories and the "internet", but ignored entirely the elders who carry responsibility for over 100,000 years of Gippsland's history. I am not familiar with anyone at the Bunurong Land Council, but a quick internet search brought me to their website, which names Rob Ogden as their Cultural Heritage Manager, and lists his phone number as 0455 559 727 and his email address as [heritagemanager@bunuronglc.org.au](mailto:heritagemanager@bunuronglc.org.au). I have copied him in to this email to put you in touch. I would hope that no development proposal that relates to Bunurong land should ever get anywhere near approval without at least giving the Bunurong the opportunity to tell council whether there are any sites of long term significance under consideration: to do so would be morally reprehensible.

I look forward to your reply, and hope that you can shed some light on why these strategic matters have not been considered as part of this development plan.

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20/05/19

Planning Department.

South Gippsland Shire council.

Gibson Street development plan.

This is a letter in response to the Gibson street development plan in which the proposed development states that the traffic management plan includes connecting Higg Street to the new estate. Firstly, I am not against the development of this town, anyone can see that the main street is a wasteland of empty shops, any new development that will increase the need for more commercial/retail stores and create local jobs would be welcomed by many. However, I and many residents in Higg Street strongly oppose this new development plan proposal in regards to the traffic management of such a venture. There are many kids (of which we share custody of 6) that use this street for many activities including riding bicycles, scooters and kicking the footy. The current traffic flow is minimal, slow and residents are well aware of all of the children playing in this street. The traffic management plan suggests there will be 2400 cars using Worthy Street to exit and 2100 cars using Shingler Street to exit onto the Sth. Gippsland hwy. There are no traffic flow statistics for Higg Street. Looking at the development plan any one can see that most of the new estate will choose Higg Street as the most direct route to the main street via either Gray Street or Peart Street. No one will drive as further than they need to only then return to the main street, nor will they go the Shingler street route to try and turn right onto the Sth. Gippsland hwy as it's far too busy. Looking at this proposal, even by halving the combined number of vehicles suggested in the traffic management plan, that would leave 2250 vehicle movements per day in Higg Street. That's far too many for such a small street. The main connector street through the new estate is planned to be 24m wide to accommodate this high volume of traffic flow, and Higg Street is just 16m and classed as local access.

Page 28 of the plan titled "Conclusion" states that it "provides a road hierarchy that supports safe and efficient vehicle movements". I think this is grossly underestimated. Higg Street will become far too busy and dangerous and no one will follow the anticipated traffic flow.

I believe the street could still be connected, but only as pedestrian/cyclists only through some kind of park like setting.

The Leongatha Structure Plan (2008) page 5 of the plan, sets the direction for the town's growth and development and suggests that any future planning contain support links for pedestrian/bicycles and Higg Street could be this cycle link. Not for thousands of vehicle movements. Also in the Structure Plan, are

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objectives around “protecting and retaining existing vegetation and natural features” (sub 3), including clear linkages to “pedestrian and cycle access ways” (sub 4) and it is also noted under clause 21.15 local laws (settlement) on page 7. It is in the shires own plans to include these pedestrian/cycle paths and not one is in the development plan submitted.

The shire also needs to consider the Environmental report provided by “Strata” in which it states on page 12 (2.4.2) “conceptual aquifers” that the existing natural aquifer will be compromised with the development. This is a breach under the shires own planning regulations. Nowhere in the application is this mentioned. On page 13 (proximal surface water) suggests that the low lying areas below the child care centre and around Worthy street could already suffer from seasonal water flooding so this also needs to be addressed more clearly. There are some major excavations required for the proposed development and drainage will be a massive concern. Strata also recommend more soil testing as to determine some contaminants found on the property.

On page 23 of the South Gippsland Planning scheme there is more on environmental and landscape values and page 23 (12.03-1s) river corridors and water ways and page 48 floodplain management should be some considerations. There are many, many spelling mistakes and even roads named incorrectly (one saying entry to the development by Yannathan road) in this proposal. The Shire could never sign this off in its current presentation, this is a multimillion dollar development and its prepared so poorly, some of the legends on the maps are illegible, there are environmental issues and the under estimated traffic management plan needs improvement. Leongatha doesn't need another disgrace of an intersection/bypass road! Business owners with influence shouldn't override correct planning.

There are suggestions of financial donations to existing shire owned buildings with no monetary figures which sound too open ended. How much are the developers offering the council? Is there anyone left in the shire council with the guts to follow correct procedure without looking at the dollar signs? I hope there is. I am in no way an expert on developments but even for me just skimming the surface of this application picking up on all the mistakes and recommendations being left out causes me a great deal of concern. I would suggest someone actually have a read through this application and take note of all of the evidence put forward not only from Beverage Williams but Strata and there must be some input from the Shire and Vic Roads regarding the traffic management plan to get a better insight into what is actually proposed and reevaluate the need for a road connection through Higg street.

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██████████

Hello

We would like to lodge an objection to the Development Plan for 77 Gibson Street, Leongatha.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

There is two objections to the currently development plan. We are not opposed to the increasing the available land and correspondingly the population of Leongatha. Our objections are on the impact from a noise, pollution and safety perspective, which we think can be addressed with some changes.

Objection 1:

Our objection is to the use of Higg Street as a major connector road to the site. Higg Street is cul-de-sac street and was not designed for major traffic flow. Even though Shingler and Worthy are noted as being the major connector roads for the development into town, Higg Street will still become a major road, because it is the most direct access to Peart Street.

The area surrounding Higg Street, is a very quiet part of Leongatha. Due to medical and lifestyle matters, we purchased in this area for that reason. The increased traffic, if Higg Street is connected, will mean a significant increase in noise and traffic pollution and loss of the quiet nature of the area.

Only Shingler and Worthy Street, should be connected up to the development and utilized as the major roads from the development.

Objection 2:

The increased traffic from the development, will increase the traffic flow down Brown Street. One of the most direct accesses from Shingler or Worthy Street to town is by Brown Street, then into Peart Street. In addition, there is two large childcare centres, a kindergarten and the the Maternal Child Health (MCH) Centre in the area, which are also accessed via Brown Street. Brown Street is large enough to accommodate increased traffic, however, there is no footpath for pedestrian safety. Without footpaths, pedestrians, including mothers with prams or small children, need to walk on the road, which will become increasingly unsafe with the larger traffic flow. Footpaths need to be built on Brown Street and also on the remainder of Gray Street, connecting to Allison Street, for safety reason, especially for mothers and children.

These footpaths will also provide the capability to walk from the new development to all parts of town by footpath. Which is a necessity for resident safety.

We are happy to be contacted to discuss the above matters further.

Kind Regards

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Comments relating to the :-  
Multi Lot Residential Subdivision Proposal  
77 Gibson Street Leongatha. 3953

25/7 /2019

As property owners in Burrows Way, Leongatha, we will be directly affected by the proposed subdivision. The area involved is massive and the traffic flow that will be generated and directed to Gibson Street will be considerable and unacceptable. All traffic should be directed to Shingler Street via newly constructed roadways within the subdivision. Our section of Gibson Street already services several courts and was not intended to provide access to 100's of additional vehicles.

This subdivision will attract many young families and there seems to be no provision for bike / walking pathways within. As this proposal will be a long way from the existing school precinct one would have expected a series of bus pickup zones as well.

As residential blocks get smaller many health studies have highlighted the need for more open space for the health and development of growing children to access playground areas and general open space. This current plan does not seem to embrace such ideals.

The layout of the blocks does not favour northern solar orientation, so important in the design of modern houses to reduce our reliance on fossil fuels for heating and cooling. Electric cars will increase in popularity in the future, will there be provision for recharging stations?

In summary we can see nothing that is inspirational nor visionary in this proposal. It has been predicated on deriving maximum profit for the least amount of input. One would need to question the credentials of the town planners responsible for this work. We as a community are sacrificing some of the best productive agricultural land in our shire for a less than satisfactory design outcome. Leongatha has a lot to offer new arrivals but it will not be found in this proposal unless some amendments are made.

Yours sincerely,

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Strategic Planning Department South Gippsland Council Ref Planning Scheme Amendment. Gibson street Leongatha Development Plan

Dear Sir Madam

Please accept this letter with reference to above application. I make the following points of concern for your consideration.

- 1)The Beveridge Williams submission appears to be lacking reference to local land supply report or studies for Leongatha.
- 2) The BW Report references that it complies with the 15 year State Planning policy. More local Land supply should be considered.
- 3) Recent land supply. If successful the application consisting of a large quantity of land and potential residential blocks would confine future development to one area within the township. Potential of 530 to 630 residential lots.
- 4) The initial 130 lot release in the above development has not commenced construction to date.

I hope careful consideration is given to above points

Yours sincerely

[Redacted signature block]

Sent from my iPad

July 26, 2019

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Strategic Planning Department  
South Gippsland Shire Council  
9 Smith Street  
LEONGATHA Vic 3953**

Dear Sir/Madam,

**Re: Council Ref: EF/19/329  
Proposed Development – 77 Gibson Street, Leongatha**

Further to my letter of July 23, 2019, after further thought, I wish to raise another issue with the development proposal.

The intersection of Worthy and Gibson currently has open drains and is narrow – the corner is quite tight entering both ways of the turn – and in my opinion there is no way that anyone other than locals who know to take the road carefully are going to manage it – I can see someone very easily ending up in the drain by taking the corner too wide or too fast, I have seen trucks try and turn around there with great difficulty – I don't think that corner will be able to sustain large volumes of traffic, and certainly not two opposite cars turning at the same time, someone is surely to end up in the gutter. It gets extremely muddy and slippery in the winter, and dry and loose in the summer. Given the projected extreme volume of traffic to be utilising this road, it would be common sense that the road be upgraded (at the developer's cost) in the very early stages of the development to accommodate safe traffic flow.

Yours faithfully,

[REDACTED]



Good Evening

Thank you for the opportunity to view the proposed Development Plan submitted to Council. The issues raised in our initial objection to the Planning Scheme Amendment have not been addressed as part of the approved Development Plan Schedule nor with the revised Development Plan.

One of the issues which we were concerned with as part of the initial rezoning request related to the interface with Gibson street, current water pressure issues and footpath connectivity, particularly to the Bus stop on Brown street.

Delivery of a complete footpath connection to the bus stop is our priority. The Development Plan requires Development Contributions per stage. As residents we urge Council to utilise these funds to complete the footpath for the existing residents and the residents that will be living within this development.

Our second priority was in relation to the Gibson Street and respecting the current neighbourhood character of this street with the larger allotments and wider street frontage. The proposed staging plan does not indicate any intention to integrate with the existing character of Gibson Street. The same issue is also with the lots which front onto Shingler Street. There is a high volume of speeding traffic along the street frontage, Council need to take into account the number of vehicles backing out onto this section of the road with this amount of lots fronting Shingler Street. With the remainder of the Staging plan and the indicative layout subdivision layout we have no other issues

The water pressure issue is one that we will send a separate letter to the authority, we just wished to highlight that is a major water pressure issue and an upgrade to the infrastructure is required prior to the release of Stage 1.

Once again thank you for the opportunity to view the proposed Development Plan.

Regards

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July 22, 2019

**Strategic Planning Department  
South Gippsland Shire Council  
9 Smith Street  
LEONGATHA Vic 3953**

Dear Sir/Madam,

**Re: Council Ref: EF/19/329  
Proposed Development – 77 Gibson Street, Leongatha**

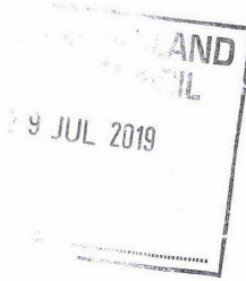
I refer to your letter of July 1, 2019, referring to Western Leongatha Residential Area Development Plan dated December 2018 and in particular which provides an overview of traffic and road assessment anticipated if the residential development were to proceed in accordance with the Development Plan.

I would also like to refer to my correspondence dated July 9, 2019 where I have sent a series of questions that I would like answered prior to any development moving forward within the above mention area.

Based on the information I have on hand so far and legal advice that I have received, I wish to submit an objection that if any upgrade of road or other external infrastructure is required to facilitate access to the new development, then the developer would be solely responsible for same. As a resident on 40 Worthy Street, Leongatha, it is our opinion that the current level of road infrastructure on Worthy Street adequately facilitates the purpose of access to our property and accordingly do not see ourselves as being primary beneficiaries of any proposed upgrade. We see that any imposition for residents to contribute to any external infrastructure to facilitate another person's purpose is unfair, and would place us in a position of financial hardship.

We understand that Council has previously confirmed, after conclusion of Council meeting (28/10/2015) and subsequent Panel Hearing (15/02/2016), that the residents of Worthy and Gibson Streets would not be required to contribute to any upgrade of infrastructure in accordance with previously issued Traffic Impact Assessments (2011 and 2016). We trust that Council's advice is honored and continues to remain secure in view of the issue of the latest Development Plan of December 2018. Please confirm.

Yours faithfully,



July 22, 2019

**Strategic Planning Department  
South Gippsland Shire Council  
9 Smith Street  
LEONGATHA Vic 3953**

Dear Sir/Madam,

**Re: Council Ref: EF/19/329  
Proposed Development – 77 Gibson Street, Leongatha**

We refer to your letter of July 1, 2019, referring to Western Leongatha Residential Area Development Plan dated December 2018 and in particular which provides an overview of traffic and road assessment anticipated if the residential development were to proceed in accordance with the Development Plan.

We further refer to our various communications with Council both verbally and in writing in year 2015, and 2016 in respect of previous Traffic Impact Assessments.

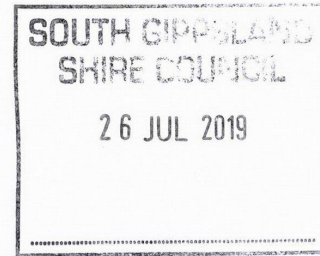
We wish to reiterate our previous objection that if any upgrade of road or other external infrastructure is required to facilitate access to the new development, then the developer would be solely responsible for same. As a resident on 33 Worthy Street, Leongatha, it is our opinion that the current level of road infrastructure on Worthy Street and Gibson Street adequately facilitates the purpose of access to our properties and accordingly do not see ourselves as being primary beneficiaries of any proposed upgrade. We see that any imposition for residents to contribute to any external infrastructure to facilitate another person's purpose is unfair, and would place us in a position of financial hardship.

It is our further concern, that Council address and provide adequate drainage and storm water carriage infrastructure from Shingler Street end of Gibson Street through to the intersection of Gibson and Worthy Street, which is already problematic. Please advise as to whether this infrastructure will be established upon the development of Stage 1, or subsequent stages. We implore Council to treat the matter of drainage in this area as significant and use foresight when considering appropriate infrastructure.

Yours faithfully,

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Strategic Planning Department  
South Gippsland Shire Council  
Private Bag 4  
Leongatha 3953  
[planningadmin@soouthgippsland.vic.gov.au](mailto:planningadmin@soouthgippsland.vic.gov.au)



RE: Development Plan at 77 Gibson Street, Leongatha (DP09)

We the undersigned wish to raise our concerns about the proposed housing development at 77 Gibson Street in Leongatha.

Please note that we have no overall objection to the repurposing of the land for housing development, rather it is the nature of this development that raises some concerns.

Firstly, the planned 133 allotments for Stage 1 are mostly 650 metres squared which is smaller than existing surrounding housing blocks. Not only are they smaller than existing built up adjacent housing blocks but they are smaller than those currently for sale on the eastern side of Leongatha, between Parr Street and the South Gippsland Highway. The type of urban density planned for 77 Gibson Street may well suit Cranbourne, Pakenham and Clyde where competition for outer metropolitan land is at a premium but it is very much out of character with a rural town like Leongatha which prides itself on open space and semi-rural living. We do not wish to replicate the type of high density living that characterizes Melbourne's peri-urban zone where houses are jammed close together in scattered housing estates between rural land. Many of these houses occupy the entire block, have no eaves to shield them from the elements, have little outdoor space for gardens or playing, radiate more heat energy because most ground surfaces are covered by brick, tiles/colourbond and concrete and ultimately cost more to heat and cool and are therefore not environmentally sound. We question the desirability of this type of development in Leongatha? In addition, most of the proposed residential lots would have at least two cars per lot (some more) which will cause unnecessary congestion for off and on street parking.

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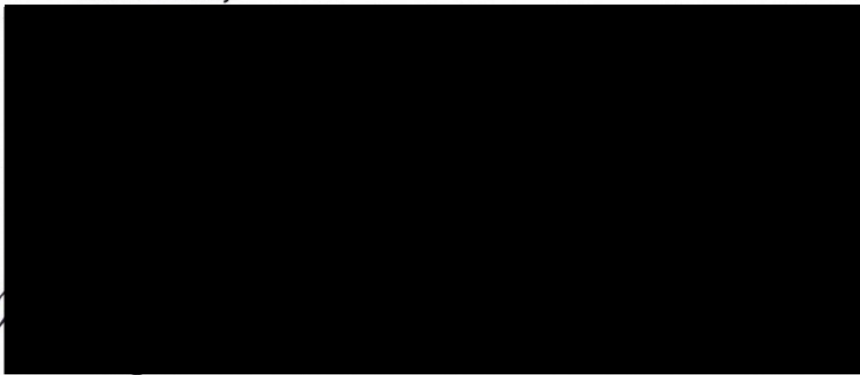
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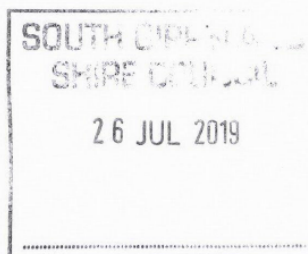
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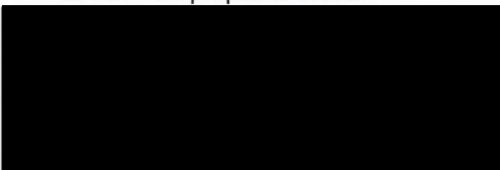
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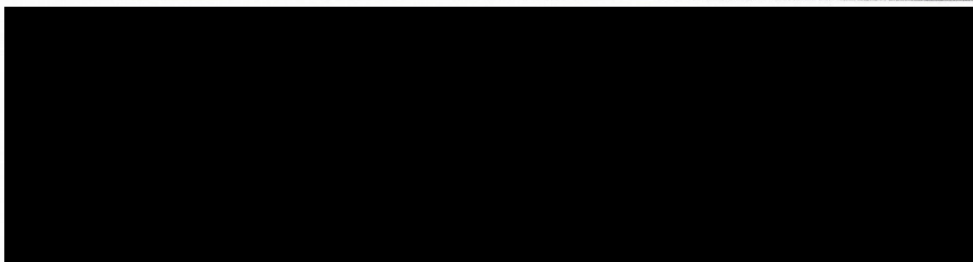
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Yours sincerely



**Submission to**  
**Development Plan, 77 Gibson Street, Leongatha**

We own [REDACTED] which is opposite the proposed development plan area for 77 Gibson Street, Leongatha. Our property is shown in red in Figure A below.

We object to the current proposal. It will cause traffic problems and may cause flooding problems to us, until Stage 3 of the whole of site development is well underway.

In summary, our submission raises the following issues:

- Traffic volumes
- Scheduling of infrastructure upgrades
- Flooding issues
- Zoning issues

The critical flaw with both the Traffic Report and the Stormwater Management Strategy is that they do not adequately consider the effect on the surrounding area during each proposed stage of the development.

**Introductory plan**

Figure A shows a combination of the “100 year flow path” map from the Stormwater Management Strategy provided, and stages 1 and 2 of the “Indicative Overall Development Sequencing” plan.

We have also added our property, 84 Gibson Street, and a purple outline of the catchment area that would convey stormwater to the 1 in 100 year overland flowpath on Gibson Street.



**Figure A – overall plan and overland flowpath details**

**Traffic Volume issue**

The Traffic Report does not consider traffic flows when Stage 2 is complete and when Stage 3 has not commenced.

Figure A shows the road network proposed when only Stages 1 & 2 are completed. We note that the Worthy Street extension will not yet be constructed when Stage 3 hasn't commenced, so the only vehicular access from the development to the south from Stage 2 will be along Gibson Street, past No 84.

Figure B shows a copy of the Traffic Report's Figure 4 (page 11). It shows that up to 2,250 vehicle movements per day are anticipated along the Worthy Street extension, and 100 vehicle movements per day along the section of Gibson Street immediately north of Worthy Street. This totals an estimated 2,350 vehicle movements per day from the development heading to and from the south.



**Figure B – estimated traffic volumes copied from TTM Traffic Report Figure 4**

As noted earlier, the traffic report does not consider the traffic volumes when only Stage 2 is completed. To determine the possible impacts of traffic generation from Stage 2 only, we must

make an estimate by dividing the provided estimates by the relative areas of each part of the development.

We observe in Figure B that the development area in Stage 2 south of Higg Street is approximately equivalent of the development area of Stage 3. We can therefore surmise that the estimated traffic volumes travelling between Stage 2 and Worthy Street may approximate 50% of the total development's expected traffic volumes heading to and from the south.

This leaves us with a total estimated traffic volume travelling between Worthy Street and Stage 2, when Stage 2 is complete but Stage 3 has not commenced, of:

50% of 2,250 = 1,125 estimated vehicle movements per day from Stage 2 to the south

As noted earlier, all this traffic must travel along Gibson Street, past our place at No 84, prior to the construction of the Worthy Street extension during Stage 3. This estimated volume of 1,125 vehicle movements far exceeds the "300 daily vehicle movements" that the traffic report notes on page 11 is "a reasonable level of traffic that can be accommodated by an unsealed pavement in reasonably good condition".

Gibson Street is unsealed, and we doubt it could be considered "in reasonably good condition" to cope with 300 vehicles per day. It is unquestionably in no state to be carrying over 1,000 vehicles per day, especially all the construction vehicles that are likely to use it to build a housing estate.

We note that the Road Hierarchy Plan identifies Gibson Street to ultimately become an "Access Place", which is required by the IDM to be sealed at 6m width.

The IDM shows that the indicative maximum traffic volume of an "Access Place" is 300 vehicles per day. This makes the proposed Gibson Street construction standard inadequate to carry the traffic volumes of 1,125 vpd between Stage 2 and Worthy Street, before the Worthy Street extension is constructed.

We therefore object to the current staging plan, which does not adequately allow for the suitable conveyance of traffic throughout the development process. We agree with the Traffic Report's suggestion for Gibson Street to become an "Access Place", and so the development plan should only be approved conditional to part of the Worthy Street extension and its connection to Stage 2 being constructed early during Stage 2.

As a solution, we request an updated traffic report which estimates traffic flows for each stage of the development, and provides certainty about which road and/or intersection must be upgraded or constructed prior to statement of compliance being released for each proposed development stage. To alleviate our concerns regarding Gibson Street, this would clearly require the installation of at least a portion the Worthy Street extension, and its connection to Stage 2, prior to the statement of compliance being issued for most parts of Stage 2.

#### **Issue of scheduling of infrastructure upgrades**

We note with alarm that the Traffic Management Report indicates that the owners of the subject land have agreed with the Shire that a Section 173 agreement will be placed on development properties to require contributions to be made to Council, for either Council or the developer to upgrade road infrastructure at some point in the future.

The usual arrangement for private developments is that a developer is required to upgrade all existing infrastructure as necessary to facilitate the additional burden the development will have on the surrounding area. Upgrades to surrounding roads and intersections are usually tied to particular

stages of development, to ensure the developer completes the upgrades prior to selling any lots past a particular stage. This gives Council, developers and the community certainty about when infrastructure upgrades are required, and it ensures infrastructure is upgraded in time for when the upgrades are needed.

The proposed s.173 agreement arrangement gives ratepayers and residents no certainty about how, when or what will trigger the local streets to be upgraded. This arrangement gives the community no confidence as to when the infrastructure upgrades will occur, as it will be at the whim of the Shire.

It also creates uncertainty about whether Council may attempt to conduct the road upgrades via a "special charge scheme", where abutting landowners are required to contribute to the cost of road upgrades. As unreasonable as this outcome would be, the possibility of Council demanding payment for future road upgrades via a special charge scheme cannot be ruled out under the proposed s.173 arrangement.

We therefore object to the inclusion of s.173 agreements to facilitate road upgrades, as it does not provide any accountability for when the upgrades will happen. It also does not provide the usual certainty that the upgrades will be fully funded by the developer, as is reasonable because they are required as a direct result of the development.

As a solution, we request that the developer be required to upgrade road infrastructure prior to development of each respective stage, as appropriate and as outlined in an updated traffic report which will assess such matters.

#### **Stormwater – 1 in 5 and 1 in 10 year ARI events issue**

The Stormwater Management Strategy notes on page 7 that "Stormwater must be detained on site to ensure that the discharge offsite after development is no greater than the discharge offsite prior to development".

We trust that this will be enforced by Council for each stage of the development, so that runoff volumes from the site do not exceed pre-development discharge volumes at any time throughout the development process.

If this is not the intended meaning of the Stormwater Management Strategy, then we object to the proposal on the basis that the site will not always contain stormwater discharge rates to pre-development flows. Our property is low lying and it contains two waterways, so this risk created by the development plan makes our property particularly liable to flooding.

A solution is to amend the Stormwater Management Strategy to clarify that the predevelopment flow requirements are applicable throughout the whole development process, and not just once the development is completed through to Stage 3.

#### **Stormwater – 1 in 100 year ARI events issue**

The purple outlined area in Figure A shows the approximate catchment directing stormwater to the 1 in 100 year overland flow paths towards Gibson Street, directly in front of our property.

Given the proposal's lack of accountability for anyone to upgrade Gibson Street at any particular time or before any particular stage, the current proposal gives us no certainty about when the Gibson Street overland flow path will be constructed.

Our property is downstream of Gibson Street, so it is liable to be flooded by any excess runoff from Gibson Street.

We therefore object to the proposal as it does not provide a solution as to when the 1 in 100 year overland flow paths will be constructed to avoid flooding neighbouring properties.

As a solution, we request that the Stormwater Management Report be amended to include a requirement to fully construct external overland flowpath roads prior to the construction of any portion of the development that may contribute to increased flows along those flowpaths.

#### **Zoning issue**

Conflicting information has been provided about the zoning of the subject land, whether a rezoning is being applied for at this time, and the details of any re-zoning application (if one exists).

We note that the letter to residents from the Shire of South Gippsland of 1 July 2019 (ref EF/19/329) states that "The subject land is zoned General Residential Zone 1".

The "Whole of Site Development Plan" and other plans show almost the whole site as "Zoned FZ" except for Lot 1 PS 404151 (ie Stage 1) which is "Zoned GRZ1".

The "Proposed Rezoning Plan" also indicates that most of the site is currently Farming Zone, which matches the "Whole of Site Development Plan" noted above.

The Proposed Rezoning Plan shows that Stage 2 is proposed to be rezoned GRZ1, but it does not indicate what zoning is proposed for Stage 3. We can only presume that Stage 3 is to remain FZ until some later date, however we do not understand how a development plan for a residential development could be approved in an area that is not zoned appropriately for residential development.

None of the documentation appears to indicate that a rezoning is included as part of this application.

We seek three outcomes regarding zoning:

1. If this is an application for rezoning, then we ask that Council make that clear in its communications regarding this issue, and openly advertise for a rezoning of the land in addition to a development plan application. We seek confirmation from Council about the accuracy of its "letter to residents" of 1 July.
2. If this is not an application for rezoning, then we ask how a Development Plan for a residential development could be approved for land zoned FZ? We do not believe it would be appropriate for this Development Plan to be approved over land zoned FZ.
3. If the land is currently all zoned "General Residential Zone 1" as is claimed in Council's letter, then we ask why the rest of the provided documentation claims otherwise. It would raise serious questions about the accuracy of the rest of the documentation if this was the case, and we suggest would likely warrant a further exhibition period with the correct information to be provided.

Strategic Planning Department  
South Gippsland Shire Council  
Private Bag 4  
Leongatha 3953  
[planningadmin@soouthgippsland.vic.gov.au](mailto:planningadmin@soouthgippsland.vic.gov.au)

RECEIVED  
26 JUL 2019  
PLANNING

RE: Development Plan at 77 Gibson Street, Leongatha (DP09)

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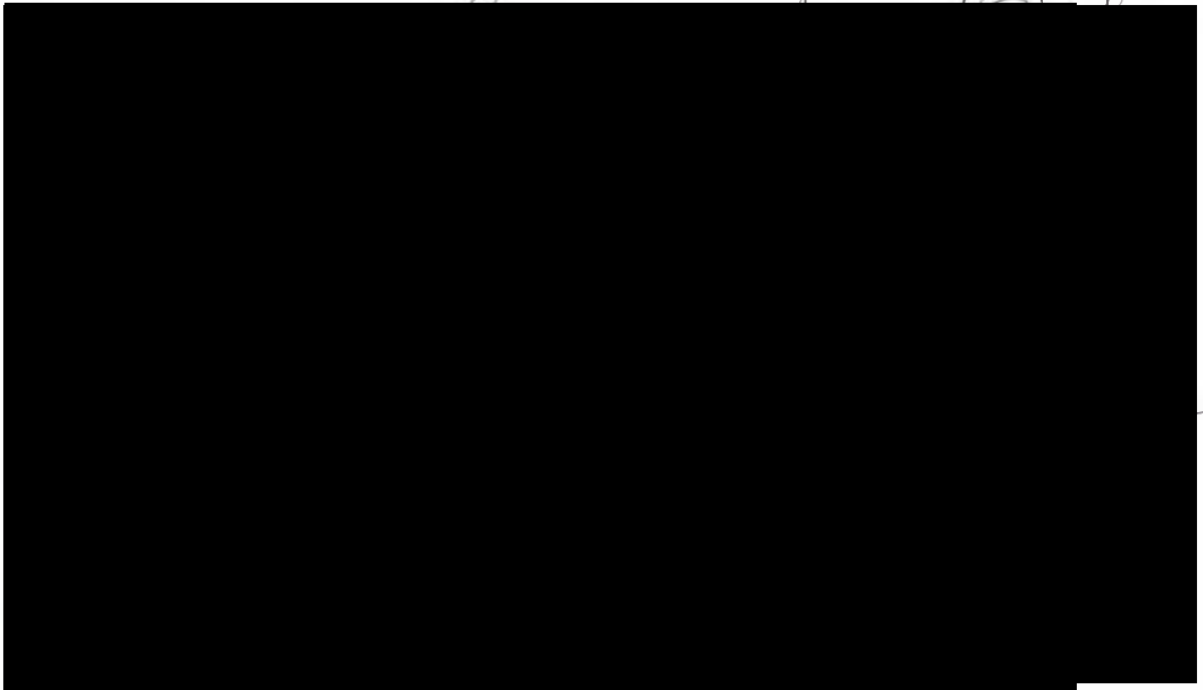
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24/7/2019

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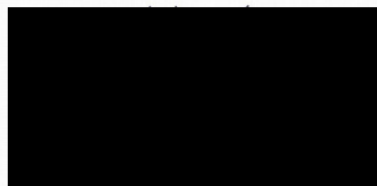
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We object to the new housing development of Gibson street on the grounds of poor future development lack of infrastructure and bad planning.

We currently live in shingler st, With the development of shinglers Ridge we have seen a significant increase in traffic and has become very dangerous to enter or exit our driveway. And with a 24 hour service station at the start of shingler street will only create traffic havoc, or will traffic travel down brown street and into pearnt street that both lack footpaths and have uneven surfaces. concerned residents.



July 23, 2019



Strategic Planning Department  
South Gippsland Shire Council  
9 Smith Street  
LEONGATHA Vic 3953



Dear Sir/Madam,

**Re: Council Ref: EF/19/329  
Proposed Development – 77 Gibson Street, Leongatha**

We refer to your letter of July 1, 2019, referring to Western Leongatha Residential Area Development Plan dated December 2018 and in particular which provides an overview of traffic and road assessment anticipated if the residential development were to proceed in accordance with the Development Plan.

We further refer to our various communications with Council both verbally and in writing in year 2015, and 2016 in respect of previous Traffic Impact Assessments (2011 and 2016).

We wish to reiterate our previous objection (copy enclosed) that if any upgrade of road or other external infrastructure is required to facilitate access to the new development, then the developer would be solely responsible for same. As a resident on 31 Worthy Street, Leongatha, it is our opinion that the current level of road infrastructure on Worthy Street and Gibson Street adequately facilitates the purpose of access to our properties and accordingly do not see ourselves as being primary beneficiaries of any proposed upgrade. We see that any imposition for residents to contribute to any external infrastructure to facilitate another person's purpose is unfair, and would place us in a position of financial hardship.

We further confirm Council's confirmatory advice, after conclusion of Council meeting (28/10/2015) and subsequent Panel Hearing (15/02/2016), that the residents of Worthy and Gibson Streets would not be required to contribute to any upgrade of infrastructure in accordance with the aforementioned Traffic Impact Assessments. We trust that Council's advice is honored and continues to remain secure in view of the issue of the latest Development Plan of December 2018. Please confirm.

Yours faithfully,



36 of 47

COPY

August 17, 2015

Attention Nick Edwards, Ref Amendment C65  
 South Gippsland Shire Council  
 Private Bag 4  
 LEONGATHA VIC 3953

Via email: [nicke@southgippsland.vic.gov.au](mailto:nicke@southgippsland.vic.gov.au)

Dear Mr Edwards,

**Re: Submission to Planning Scheme Amendment C65  
 Proposed Gibson Street Development – “Shamrock Springs”**

We refer to your notification letter to us dated 27th July 2015, and the Traffic Impact Assessment (2011) subsequently supplied by you on 28<sup>th</sup> July 2015, which provides an overview of the 2011 traffic and roads assessment, anticipated impact of the development, and recommended scenarios of upgrades to traffic infrastructure if the residential development of “Shamrock Springs Estate” were to proceed in accordance with proposed development plans.

As a resident on 31 Worthy Street in Leongatha, it’s our opinion that the current level of road infrastructure on Worthy Street and Gibson Street is adequate for the existing residents.

The modelling (figure 4) provided in the Traffic Impact Assessment (2011) indicates that 2400 daily vehicle movements would likely be generated from the development on Worthy Street, the highest among all roads connected to the subject site. The Assessment (Section 4.4) also suggests that this increase “warrants a street carriageway of 7.2 metres width between kerbs, or 6.2 metres with flush plinthed edges and swaled drains on Worthy Street” (west of Brown Street).

Our main concerns here are the off-site impacts of the future development within the DPO9 area, specifically:

1. The financial contribution of Council and existing residents on Worthy Street, if any, towards any new infrastructure provisions or upgrade beyond the subject site, such as on Worthy Street.
2. Status of the Traffic Impact Assessment (2011) report.
3. DPO9 provisions and design outcome
4. Overall increase in demand for active open space within the community.
5. Inconsistency in information submitted to Council.

We expand on each of these items below.

1. If the developer wishes to develop the land and if it is determined by Council that Worthy Street road infrastructure (e.g. canopy trees, pedestrian lane, road widening and sealing, crossing/intersections) would need to be upgraded to facilitate access, the developer and/or

authority should be entirely and wholly responsible for payment of all expenditure in respect of same. Though the Traffic Impact Assessment (2011) has clearly identified off-site infrastructure that needs to be upgraded and the level of impact the development will have on Worthy Street, the proposed rezoning has not responded by providing a clear direction of development contribution (e.g. apportionment), leaving residents in the dark as to whether future financial burden would be placed on us.

2. Status of the Traffic Impact Assessment (2011) report: The proposed DPO9 provisions requires a Whole of site Development Plan to consider a Traffic Impact Assessment Report that addresses, among other things, costings of off-site infrastructure upgrades. However, the Traffic Impact Assessment (2011) did not address the costing issue. It's unclear whether this report has been approved by Council for this purpose. To date, we have not been informed of Council's plan in terms of the future upgrade of Worthy Street, the implications to the residents in terms of design and cost allocation, and if and how we would be involved in the process. Please let me have your specific response on this point.
3. DPO9 provisions and design outcome: Whilst the part of the land adjoining the western end of Worthy Street is not subject to the rezoning to GRZ at this stage, we note that the new schedule 9 of the DPO is to be applied to the land. Given that the approval of the development plan will not be subject to the formal exhibition process, we ask that Council considers my input below regarding the design of the DPO9, which will have significant off-site impact to the existing residents like me.
  - a. We ask that Council amends the schedule to clearly state that the Traffic Impact Assessment Report and/or the comprehensive Traffic Impact Assessment Report would discuss of Worthy Street within the context of off-site infrastructure requirement and appropriate apportionment of costing allocation.
  - b. The DPO9 appears to have inadequate direction for development contribution. The directions and references to "existing roads", "existing road networks", and "existing developments" within the *Infrastructure Services* section (page 3-4) appear to refer to land within the DPO9 area. This interpretation would make sense if the development plan is to be approved in stages. We suggest the schedule be amended so that such references be clearly identified as internal or external roads/road networks/developments.
  - c. The Schedule states that "*The commitment to developer contributions should preferably occur as part of the rezoning process*". However there is currently no guidance in the Schedule to ensure such commitment will be made and honoured, other than perhaps a refusal to adopt the amendment by Council. Even then, the *development contribution* section at the end of the schedule appears to leave open to not just when, how, but more importantly, what external infrastructure may be subject to such contribution, and how the remainder of the costs to be met.
  - d. Despite the Traffic Impact Assessment (2011) contending that "*Parking demand is close to zero in this segment of Worthy Street due to the low density residential land use that is present on both sides of Worthy Street*" (Section 4.4), there is no consideration of the potential spill over impact of the development on road-side parking on Worthy Street. For a low density residential area to be surrounded by higher density developments, we submit that the character of the Worthy Street precinct will be inevitably impacted through issues like traffic and parking, and this would need to be properly managed. It's unfortunate that the DPO9 does not appear to look into this matter.
4. Active open space: Council's Open Space Strategy (2007) identified "*the need for additional space to ensure key sports have a dedicated facility especially in Leongatha*". We ask Council to consider the appropriateness of planning for residential rezoning without

- 3 -

any detailed strategy to achieve that goal and to meet the need for active open space within the community, to be increased as a result of this Amendment.

5. Inconsistency in information submitted to Council:
- a. While the Traffic Impact Assessment (2011) suggests an upgrade of Worthy Street (Section 4.4), the draft Outline Development Plan, dated 18 May 2015, available on Council's website, has omitted this crucial information, despite its mentioning of the upgrade of Gibson Street (north of Worthy Street). This leads to the question of whether Council expects an upgrade of Worthy Street at all.
  - b. Discussion in Section 4.2.1 of the Traffic Impact Assessment (2011) suggests that the full development would generate 2,400 daily vehicle movements on Worthy Street, yet discussion in Section 4.4 points to a different figure: 2,200 daily vehicle movements (from a total of 2,300 daily vehicle movement, which includes the existing 100 movements).

Such inconsistencies undermines the robustness of the proposal.

We ask Council to clarify if there is an expectation of financial contribution by existing residents to any financial upgrade/provisions exists and how Worthy Street residents can be involved in the process. We also ask Council to respond to our other queries in this letter. In the absence of such information from Council, we vehemently object to Amendment C65 and the rezoning of the land.

Should you have any queries, please do not hesitate to contact us on 0400 764 438. We request that our contact details not to be disclosed to the general public for privacy reasons.

Yours faithfully,

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South Gippsland Shire Council  
Minute Excluding In-Committee

COPY

28 October 2015  
Council Chambers, Leongatha

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Mir /

Key issue: DEVELOPER CONTRIBUTIONS

Summarising the main submission points;

- *Payment for a pathway.*
- *Financial contribution of Council and residents to infrastructure upgrades, especially along Worthy Street.*
- *Infrastructure should be at developer's cost alone. Residents should not be required to contribute.*

In accordance with normal practice, the developer is responsible for the provision of all infrastructure within the boundaries of the subject land necessary to support the development. Upgrades within road reserves immediately adjoining the subject land may also be their responsibility if these upgrades are reasonably required to support the development. This typically includes the provision of footpaths and intersection works necessary to service the development but could also include intersection upgrades not adjoining the subject land - if the upgrading of such intersections is essential to service the proposed development.

In addition to these standard requirements, the developer has entered into a legal agreement with Council (a development contributions agreement pursuant to Section 173 of the Act) that will provide a financial contribution to Council for each residential lot created on the subject land. The monies collected from this agreement will be put toward maintaining and upgrading services and infrastructure in Leongatha.

The concern expressed that surrounding landowners will be required to contribute to upgraded infrastructure related to the subject land is unfounded. It is unusual for Council to require financial contributions from adjoining landowners to upgrade infrastructure required as part of a greenfield subdivision proposal. This typically only occurs where the existing landowners are the primary beneficiary of the upgrade.

Exhibition of the Development Plan will provide an opportunity for surrounding landowners to consider and comment on the infrastructure upgrades that are required of the developer by Council to support the subdivision.

Key issue: INFRASTRUCTURE - TRAFFIC/ DRAINAGE

Summarising the main submission points;

- *Status of 2011 Traffic Impact Assessment Report,*
- *The development will be required to connect with existing water and sewer systems,*

Page 34

\* We are not primary beneficiaries - we already have an existing road

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July 22, 2019

**Strategic Planning Department  
South Gippsland Shire Council  
9 Smith Street  
LEONGATHA Vic 3953**

Dear Sir/Madam,

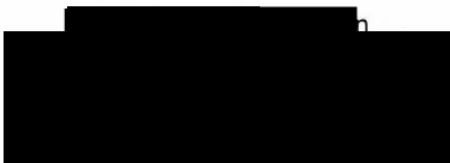
**Re: Council Ref: EF/19/329  
Proposed Development – 77 Gibson Street, Leongatha**

We refer to your letter of July 1, 2019, referring to Western Leongatha Residential Area Development Plan dated December 2018 and in particular which provides an overview of traffic and road assessment anticipated if the residential development were to proceed in accordance with the Development Plan.

We wish to submit an objection that if any upgrade of road or other external infrastructure is required to facilitate access to the new development, then the developer would be solely responsible for same. As a resident on [REDACTED], Leongatha, it is our opinion that the current level of road infrastructure on Worthy Street adequately facilitates the purpose of access to our property and accordingly do not see ourselves as being primary beneficiaries of any proposed upgrade. We see that any imposition for residents to contribute to any external infrastructure to facilitate another person's purpose is unfair, and would place us in a position of financial hardship.

We understand that Council has previously confirmed, after conclusion of Council meeting (28/10/2015) and subsequent Panel Hearing (15/02/2016), that the residents of Worthy and Gibson Streets would not be required to contribute to any upgrade of infrastructure in accordance with Traffic Impact Assessments (2011 & 2016). We trust that Council's advice is honored and continues to remain secure in view of the issue of the latest Development Plan of December 2018. Please confirm.

Yours faithfully,





July 22, 2019

**Strategic Planning Department  
South Gippsland Shire Council  
9 Smith Street  
LEONGATHA Vic 3953**

Dear Sir/Madam,

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Yours faithfully

P & L Allman

Two handwritten signatures in black ink, one above the other, corresponding to the typed name P &amp; L Allman.



July 22, 2019

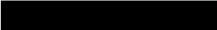
**Strategic Planning Department  
South Gippsland Shire Council  
9 Smith Street  
LEONGATHA Vic 3953**

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Yours faithfully,

  
Frank and Kathy Materica

Strategic Planning Department,  
South Gippsland Shire Council,  
Private Bag 4,  
LEONGATHA, 3953

**TO WHOM IT MAY CONCERN**

**Re: MULTI LOT RESIDENTIAL SUBDIVISION PROPOSAL FOR 77 GIBSON STREET, LEONGATHA 'DEVELOPMENT PLAN'**

We would like to lodge our objection to the proposed development of 77 Gibson Street, Leongatha.

I am a owner/resident of [REDACTED] which is at the end of the street (**currently a no through road**) and we were horrified to find out that our street would change to a through street leading into the proposed development.

We are very dismayed at the extent of the proposed development in Gibson Street. It seems rather excessive and will impact on our rural outlook and peaceful existence in Higg Street. We feel very sorry for the residents of Gibson Street as they will be impacted the most by this development.

It is a shame the farmer wishes to sell his land off and turn it into a residential development. If you have to make it residential, how about small acres or half acres, instead of small residential blocks. Soon it will just be all houses and not rural & peaceful. We currently enjoy a rural aspect with cows & sheep in paddocks and now you wish to turn it into roof tops & houses (**how sad**). If we wanted that sort of outlook we would have purchased a house in a high density area!!!!

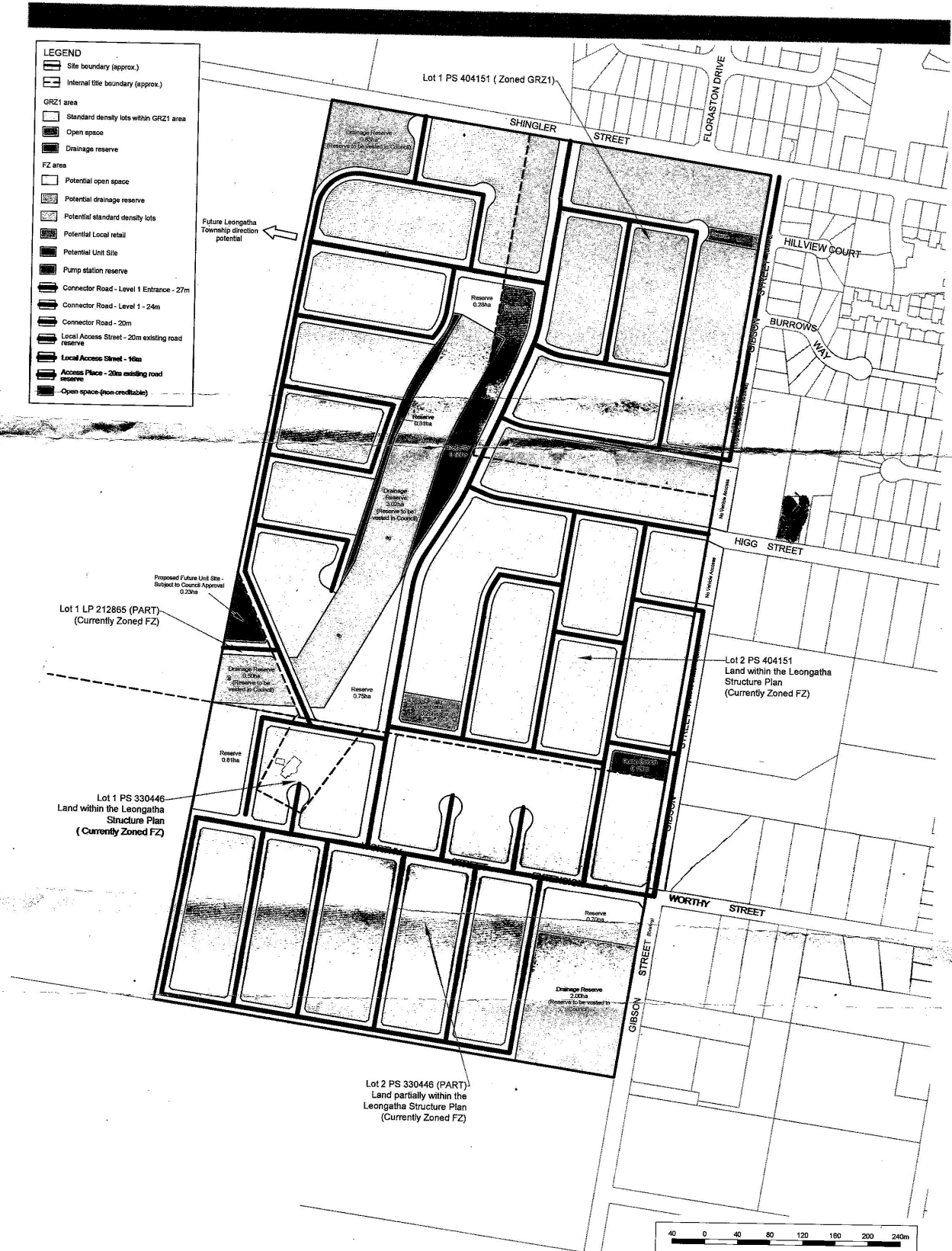
Being at the end of a no through road/street has been a bonus as we have young grandchildren who play out in the street as there is very little traffic that comes to our end of the street making it ideal for them to ride bikes and play ball games in safety. If you connect up the street that will all change making it dangerous for all the children in the street with the increased traffic within the area.

We were told a while ago by neighbours that the street would not be going to be extended as it would require the water pump station to be removed as it is in the way of any road extension, thus making it an expensive exercise to alter. What has changed!!! Is there really any need for such a large development in the area as there are already plenty of housing developments around with vacant housing lots available.

We hope that you will take into consideration our objection of the proposed development as it will have a significant impact on the locals and flora & fauna within the area.

Concerned residents,

[REDACTED]



**Road Hierarchy Plan**  
Shingler Street, Leongatha  
"Shamrock Springs"

**Beveridge Williams**  
development & infrastructure specialists  
Warragul ph: 03 5823 2257  
www.beveridgewilliams.com.au

Version: 1.0  
Date: 18/12/2019  
Scale: (A1): 1:2000  
(A3): 1:4000

Version No: 04  
Scale: (A1): 1:2000  
(A3): 1:4000

0 40 80 120 160 200 240m

Scale: (A1): 1:2000  
(A3): 1:4000

SOUTH GIPPSLAND  
SHIRE COUNCIL

22 JUL 2019

19 / 7 / 2019.

STRATEGIC PLANNING DEPT  
SOUTH GIPPSLAND SHIRE COUNCIL  
PRIVATE BAG 4  
LEONGATHA VIC 3953.

DEAR SIR / MADAM

RE: DEVELOPMENT PLAN - 77 GIBSON ST LEONGATHA

WE LIVE AT [REDACTED] GIBSON [REDACTED] LEONGATHA  
AND WE ARE CONCERNED ABOUT THE PROPOSED  
DEVELOPMENT OPPOSITE US.

WE UNDERSTAND THE NEED FOR PROGRESS BUT  
THIS IS A LARGE DEVELOPMENT. OUR STREET IS  
UNMADE AND WE LIKE IT LIKE THAT. IF OUR  
STREET IS TO BE TAR SEALED DUE TO THE  
PROPOSED DEVELOPMENT - THEY SHOULD BE PAYING  
ALL COSTS. IF THERE IS GOING TO BE MORE USE  
OF THE STREET WE SHOULD NOT BE LIABLE FOR  
COSTS TO ACHIEVE THE REQUIRED INFRASTRUCTURE  
TO ACCOMMODATE SAME.

ALSO THERE IS A LOT OF BIRDLIFE + WILDLIFE IN  
THE AREA. WHERE DO THEY GO? MORE HOUSES,  
MORE TRAFFIC - NOT THE LEONGATHA WE LOVE.

YOURS SINCERELY

Dear Sir / Madam

Submission regarding Development Plan 77 Gibson St

We would like to put in a submission with regards to the above mention subdivision, to obtain the roads of Gibson St and Worthy St being bitumen, along with footpaths

Our submission is with regards to the use of Worthy St and Gibson St and the state they currently in.

The Worthy St road from Brown St to Gibson St is current narrow and gravel, with large drains either side, this road is currently not adequate for the existing traffic. The extremely narrow parts making it too hard for 2 cars in be traveling on the road together, therefore adding Worthy St as an access point to the new subdivision will increase the traffic. I believe this road is not suitable for any extra traffic as it stands.

Also Gibson St, south and north of Worthy St is gravel and narrow and if people are going to park to access the reverse or access other parts of this subdivision, this road is unsuitable for existing traffic, let alone any extra traffic that this subdivision will cause. Gibson St from Worthy st to the South is pron to flooding and requires proper drainage system installed and to have it correctly draining.

My submission is for the both roads, Worthy St and Gibson St to be widened and bitumen. In doing this it will allow for the extra traffic and safer travelling without incidents and the possible cause of an accident.

Another issue is there is no footpaths in either of the above streets, its in my opinion as there is a lot of young children currently in this area using the roads to walk on, that it is unsafe not to have either the roads widened and bitumen and or a footpath added to these streets, before a child gets hit by a car/extra traffic/ trucks going into the new subdivision.

Its also under my impression that other subdivision that have been developed in Gibson st (south of worth St) and they had the road bitumen to only the area of the subdivision and without care to the other residents that live between the subdivision and the main entry way to this area. I believe it is careless for the Council to allow this to happen without the proper infrastructure to allow access.

I'm sure the money that the developer will be profiting, surely, they can supply proper entrances to this new subdivision and allow for a safe entry/ exit for all traffic and residents.

Kind Regards

