

Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 11 May 2023, 11:36AM
Receipt number 72
Related form version 3

Name

[REDACTED]

Organisation

[REDACTED]

Postal address

[REDACTED]

Email

[REDACTED]

Phone number/s

[REDACTED]

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

I am a neighbour

Other (please detail below)

In Summary, my comments are:

I would like to support the Bungower Road technology park proposal. The proposal promises to be an excellent addition for the Somerville area with its focus on visual amenity, green space and community as well as providing jobs of the future and attracting investment to the area. Much preferable to some of the industrial areas we currently put up with around Hastings that are eyesores with no thought to beautifying, greening and signage etc. and which encourage litter and graffiti in our area.

I have provided detailed comments on the attached sheets

Upload comments

Signature



Date

Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 11 May 2023, 12:18PM
Receipt number 73
Related form version 3

Name

[REDACTED]

Organisation

Postal address

[REDACTED]

Email

[REDACTED]

Phone number/s

[REDACTED]

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

No

Written consent

How would the proposal affect you ?

I visit the area

Other (please detail below)

In Summary, my comments are:

I am supportive of the amendment and development. I think it is important to have good business and employment opportunities in the region. I have two children [REDACTED] who will be looking for employment in the coming years and high quality STEM jobs in the area may give them opportunity to continue to live and work close to where we as a family have lived for over 20 years. I think there is benefit to the region of such an offering

I have provided detailed comments on the attached sheets

Upload comments

Signature



Date

From: [REDACTED]
To: [Strategic Admin](#)
Subject: Amendment C243morn -submission
Date: Thursday, 11 May 2023 12:37:49 PM

Please find below a submission regarding Planning Scheme Amendment C234morn.

Yours faithfully,

[REDACTED]
Currently, the area is one of the nicest in Somerville to walk through. Starting at the intersection of Frankston-Flinders Rd. and Bungower Rd, you can walk eastward to the corner of Lower Somerville Rd. The blocks are large, the homes are of high quality, in contrast to the multi storey unit slums that are ever increasing in the residential zones. Interesting animals such as alpacas and goats have been kept. You can then turn North and walk along Lower Somerville Road to Drovers Lane. On the east side is a market garden behind a substantial hedge, to the west are more quality homes, again with some animals. Then you can turn west into Drovers lane. Again, all the homes are of high quality. Along the route many of the properties have thick tree plantings. No formal paths are needed. The current traffic is so sparse that you can walk along the edge of the roads, facing the oncoming traffic. When necessary you simply step onto the grass nature strip till the traffic has passed. The local residents are so appreciative of the environment that they sometimes come out for their walks equipped with plastic bags and they keep the area clean of rubbish thrown out of the windows of passing cars.

The planning Scheme Amendment will (if passed) allow a large industrial development in the area. Industrial zones are considered to be the least desirable zones to live near. They attract the most ruthless and efficient criminals into the area. They use stolen four wheel drive vehicles to flatten fences and ram raid roller doors. In recent times a manufacturer of luxury caravans in the existing Somerville industrial area lost a one hundred thousand dollar caravan in a ram raid. A business that sold and serviced motorized garden equipment lost it's entire stock of mowers, brush cutters, chainsaws and other motorized devices. In the last few weeks, criminals had been using factories in Epping and Campbellfield to grow marijuna using hydroponic equipment : See url :

<https://www.news.com.au/national/victoria/1000-cannabis-plants-seized-in-epping-and-campbellfield/video/906284f1e9835e8a33814d1d0c411a1e>.

Recently criminals were caught using sophisticated machinery to cook methamphetamine in a factory in Tyabb. Google "drug bust in tyabb"

first URL: "<https://www.facebook.com/7NEWSMelbourne/videos/tradies-arrested-in-a-major-meth-lab-bust-in-tyabb/2450054958477281/>".

Criminals also use factories as receiving depots for items sent from overseas containing drugs. The appearance of factories is very poor compared to the homes in low density residential areas. All that many have is a large, roller door for truck access, and a small door and windows for the office area. The buildings will probably be precast concrete, or steel cladding on a steel frame.

I attended an information Session about the proposed amendment and received a 69 page handout. On page 5 it stated "It has been estimated that the development of the site has the potential to create up to 1,110 ongoing jobs ...". Not all of the employees will ride bicycles, particularly in winter, so the local residents can look forward to several hundred cars proceeding east along Bungower Rd in the morning and going back home in the afternoon. It is unlikely that many of the employees will come from the Westernport Highway rather than Frankston-Flinders Rd. There are also the trucks that will deliver raw

materials and pick up manufactured goods. Such trucks rarely bring a complete load to a factory or pick up a complete load to deliver somewhere. Some may first deliver to the existing industrial zone in Grant Rd and then come through Somerville and make further deliveries to the new "Park". I find it difficult to accept that the majority of the traffic will be utilizing the Westernport Highway as stated on the top of page 6 of the handout.

On Page 3 of 7 of the information about the Development Plan Overlay it is indicated that a shared pedestrian and bicycle path connection within the Bungower Road reserve from the site to Frankston Flinders Road is to be constructed. I have used the shared path along the Frankston Flinders Road often over the years, but I consider it to be far from safe. Some bikes have a bell fitted and the riders sound the bell when they are approaching you from behind, however, others do not. The bike path is not properly maintained. The roots from established trees create cracks and bumps in the surface of the track. This creates a hazard for both walkers, and bike riders, making it more likely for a collision to occur. Fallen vegetation on the edge of the track is not removed, so it rots, weeds grow, and the track becomes more narrow, forcing bikes and riders closer together. The branches of some trees and shrubs grow sideways onto the track, making it impossible to proceed without stepping to the centre of the path. Staying safe on a shared path is a very demanding task.

There are many people in the community who are not up to this task. Most elderly people cannot perform cognitive tasks as well as they did when they were younger. They suffer from osteoporosis and cannot afford any risk of a collision with a bicycle. People who have been in hospital for an extended period suffering long covid or having severe oncology treatment could not risk using a shared bike path. In recent times supermarkets were notified that neuro diverse people were experiencing distress from broadcast music interspersed with announcements about current specials. A quiet Tuesday trial was introduced and this was so effective that the supermarkets have now ceased the broadcasts. Neuro diverse people could not function if they tried to perform all the mental functions required to stay safe on a shared path. Shared paths discriminate against the most vulnerable and needy in the community. Any resident in Bungower Road that has a shared path installed on their nature strip would be well advised not to let an elderly, invalid or neuro diverse person out onto the nature strip.

The Handout refers on page 4 to the report by the Hansen partnership in September 2020. The strategic planners had identified a need for future industrial land and the report had to evaluate sites in Somerville, Tyabb and Graydens Road in Hastings.

The Somerville land included the land proposed for the industrial park that will require Amendment C243. The Hanson report came out in favour of the Graydens Rd site. In regard to the Somerville site, the Hanson report indicated that it was not good planning to put agricultural land out of commission, that the Somerville site was subject to flooding, and that the Somerville site was not near an established sewerage infrastructure. A subsequent communication from strategic planner [REDACTED] indicated that the Council would go ahead with the Graydens Road site and the proponent of the land now proposed for the Somerville industrial park would go it alone to the minister. The point is the planners had done their job. The land for further industrial development had been identified, and any other industrial land being proposed for development could not be justified by a shortage of industrial land in the near future. I am disappointed that a site rejected by the Hansen report is now being presented again with

such effort. I hope the complete Hansen report will be included with the submissions when they go on display and when they are made available to the Planning Panel.

If the Somerville Park proposal goes ahead, this may well de-rail the Graydens Road Development. A planner stated that the Graydens Road site is a number of different lots all owned by different people. They now have to come back to the council (presumably with a proposal similar in form to the one for C243morn). The Somerville Proposal is however owned by one entity that has claimed that the project is "shovel ready". When the Somerville site is ready for the owner to sell sites, the owner will want to retrieve finance as quickly as possible and will sell to whoever it can, thus effectively stealing potential buyers who were intended to occupy the Graydens Road site. The Graydens Road owners may lose confidence and be reluctant to lay out the expenses for planning consultations, traffic assessments, planning scheme amendments etc.

On page 8 of the Handout it states :

"This will result in the supply of additional industrial land in the Mornington Peninsula area, on which industries and businesses such as technology based industries, manufacturing, strategic industries, and research & development can be established and co-locate to allow for high value knowledge sharing."

There has never been any information presented to indicate that any of these categories will actually appear on the Somerville site if it goes ahead. Taiwan has captured the world market for silicon chip manufacturing. It is unlikely there will be any industrial activity in Australia in this industry in the near future. Manufacturing is rapidly becoming more and more automated, resulting in very few jobs in the future. Since 1916 The CSIRO has existed at the Federal level. Its website states "We work with industry, government and the research community to turn science into solutions to address Australia's greatest challenges, including food security and quality; sustainable energy and resources; health and wellbeing; resilient and valuable environments; future industries; and a secure Australia and region." I could not have confidence in an industrial park succeeding unless it was going to have strong ties with the CSIRO. Research and Development should also involve the Educational Institutions in order to involve the most competent people in the country, otherwise Australia will end up buying products developed overseas. Companies that need high value knowledge sharing will have no trouble merging as this will be in the best interest of shareholders of both companies. The merged company will simply move to a larger building if necessary, not necessarily to an industrial park.

On the top of Handout Page 8 is stated : "The EPA were provided with the findings of the preliminary investigation by [REDACTED] that the site has a medium potential for contamination and is proposed to be developed for a non sensitive land use." This has resulted in a Development Plan Overlay provision. I am concerned about the situation. The site seems to have been out of use for some time, other than the [REDACTED] Children may have been visiting the area and possibly playing in the area and coming in contact with any contamination that is there. If this is a possibility then the Public should be immediately informed so they can talk to their children and take any appropriate action for the sake of their children's health.

A pamphlet on the Sealite letterhead, distributed by letterbox drop, dated 20/07/20 stated, the "Mornington Peninsula Technology Park" would have "A 2-hectare open space playing field that could be used

for local sports including soccer"

There are no details as to how this facility will be administered.

Will it be able to become a home ground for a number of Somerville soccer teams of various age groups? Will there be matches held on weekends, with sirens sounding and the noise made by spectators? Will there be parking for the home teams and their supporters, as well as the visiting teams and their supporters? Will there be change rooms and a roofed grandstand? Until these questions are answered, people have not had adequate information to properly assess the amendment.

A recent examination of the [REDACTED] indicates that [REDACTED] has been sold, a few months after the letterbox drop. See URL :
[REDACTED]

Appointment of New Managing Directors

[REDACTED]

Dear Valued Customers,

It is now six months since our major announcement regarding the sale of [REDACTED], and associated entities [REDACTED]. During this time, our business has focused on the successful integration of [REDACTED] into the [REDACTED] family of businesses which includes [REDACTED]
[REDACTED]

To drive the next phase of growth, we are pleased to announce the following appointments;

[REDACTED]

Commenting on his appointment, [REDACTED] said, "I am absolutely thrilled to be given the opportunity to lead such a strong and committed team. Having worked in the business for over 13 years I am passionate about continuing the [REDACTED] in combination with the strengths of our newly integrated [REDACTED] to drive and deliver the best outcomes for our customers, our people, and our shareholders."

[REDACTED] said, "I am looking forward to leading talented teams, across the breadth of [REDACTED] to provide products and services that meet our customer's needs while supporting the expansion of our product presence worldwide."

[REDACTED] is a supplier of highly engineered products and technologies, holding leadership positions in the HVAC, detection and measurement, and engineered solutions markets. [REDACTED] had approximately \$1.6 billion in annual revenue in 2020 and more than 4,500 employees in 15 countries. [REDACTED]
Exchange under the ticker [REDACTED]

– END –

Previous Publicity had indicated that [REDACTED] would be the "Flagship Tennant" with a large building right at the front of the site. Potential submitters are entitled to know whether this is still the case or not.

If the amendment goes ahead it will be a severe blow to the residents who have done so much to create one of the best areas in Somerville to live in and walk through and to conserve the flora and fauna. In my view the residents who appreciate the area should be supported and the amendment should not be allowed to go through. The land should be

re-zoned for agricultural use as there is already a large amount of market gardening in Bungower Road. This was supported by the Hansen Report. An Agricultural Zone would be a better buffer from the port land than an Industrial zoned piece of Industrial 3 land.



Mornington Peninsula Shire
Privat Bag 1000
90 Besgrove St.
Rosebud VIC 3939

Notice of Proposed Amendment C243morn – submission to the Mornington Peninsula Planning Scheme

Madam, Sirs

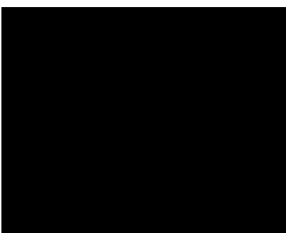
I do oppose to the proposed Amendment C243morn to the Mornington Peninsula Planning Scheme.

The area proposed on Lower Somerville Road and Bungower Road has been used as agricultural land with market gardens and live stock grazing grounds as well as rural homes. There is already a large industrial estate on Grant Road.

The traffic on Bungower Road has increase five fold in the last 7 years especially with trucks using the road 24/7. Bungower Road has not been built for the number of trucks already using it and the road is falling apart. It gets patched every so often which lasts approx. one week, and holes start to appear again. Trucks are speeding down Bungower Road and the through the roundabouts, especially at the Tyabb Road roundabout, barely missing cars already on it. This situation will get much more dangerous with more traffic and trucks if this industrial estate is approved. In addition to that, there are no signs for trucks to “avoid using engine brakes” on Bungower Road/ Western Port Hwy and Bungower Road / Tyabb-Tooradin Road which is disruptive and unacceptable during the night and in the early hours of the morning.

Please consider the negative impact with noise pollution and all pollution caused due to increased traffic next to market gardens.

Thank you kindly for your attention.





Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 11 May 2023, 3:18PM
Receipt number 63
Related form version 3

Name

[REDACTED]

Organisation

[REDACTED]

Postal address

[REDACTED]

Email

[REDACTED]

Phone number/s

[REDACTED]

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

Other (please detail below)

Other (please detail below)

We are in the near vicinity of the proposed development

In Summary, my comments are:

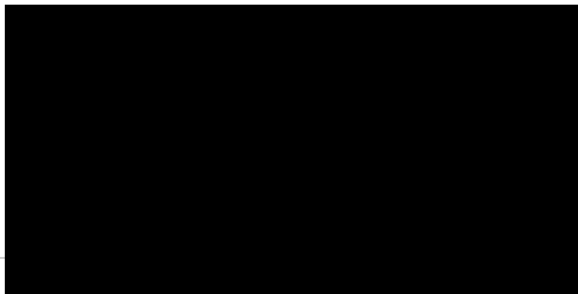
While we are in favour of the development in order to promote the level of tertiary industries in the Somerville area. There has to be a high level of oversight as our fear is that the council will water down the restrictions over time in order to increase the rate valuation of the individual allotments. See enlarged submission attached.

I have provided detailed comments on the attached sheets

Upload comments

[REDACTED]

Signature



Date

11/09/2023

MPS DEVELOPMENT C243 SUBMISSION BY

1. SUMMARY OF POSITION

On a philosophical level I am completely in favour of the proposal in that the area suffers from a drastic paucity of shall we say 'technical' industries and the population as a result shows a dramatic lack of tertiary qualified residents.

I am unfortunately concerned that there is a real risk that should the development not proceed with a steady pace the council will become lax in the policing of the fundamental concept of the development.

A. Underlying weakness

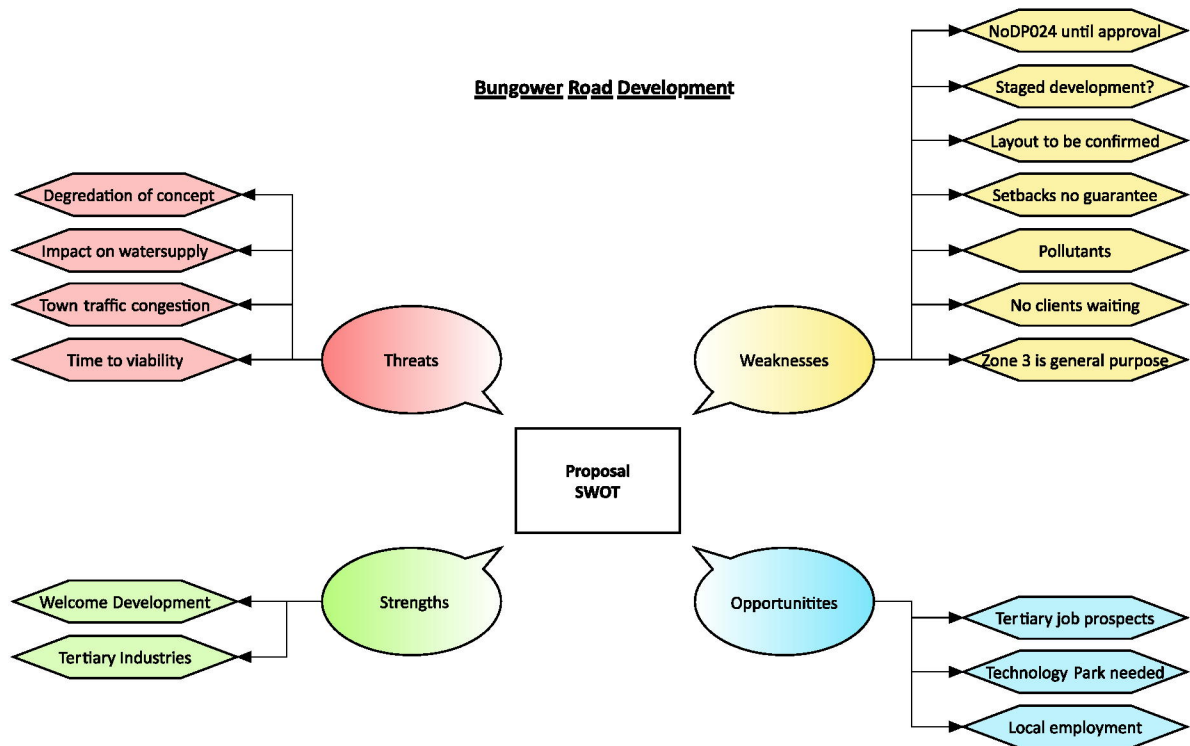
- i. The entire Mornington peninsula, apart from one or two exceptions has no expanding advanced industries that might avail themselves of the opportunity to reside in a fresh and inviting campus style environment.
- ii. Likewise, although the peninsula has much to offer, it seems a difficult proposition to attract sophisticated industries to the area.
- iii. If the council or developer can secure concrete interest from more than one (unless it is a large organization) then it may well feed on itself to attract additional clients (if needed).
- iv. My understanding is that [REDACTED] is now not the driver of the proposal and that the developer has not secured formal interest from the new owners in moving their operation to the development.

2. A WHITE KNIGHT SOLUTION

A. Solicit a major industry to occupy the site

- i. Currently, the Victorian government is planning that the port of Hastings become a major manufacturing and distribution centre for offshore wind turbines.
- ii. If the council develops an intense and immediate interest in the project there is then a definite potential for the engineering arm of the program to be resident at the Bungower Road site. This would ensure a major client base for the proposal to proceed and flourish.
- iii. I have sought council interest but so far have seen no movement at the station.
- iv. A submission to the local state member has however born initial interest.
- v. It would be sad to see the Mornington shire left at the dock so to speak by not becoming intimately involved with this significant state proposal which has the potential to become the next major industry for the peninsula.

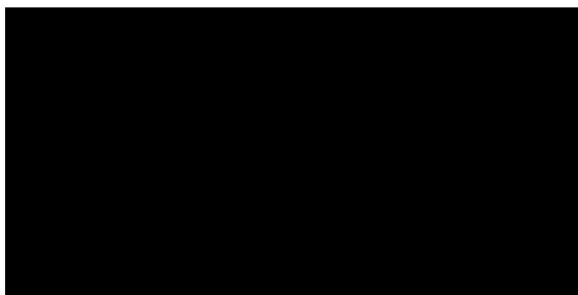
3. SWOT ANALYSIS



4. CONCLUSION

As mentioned at the beginning, I am totally in favour for the creation of a technology park to proceed and with all haste as the area is desperate for genuine hi technology engineering, consulting and design industries. For too long council has themselves not listened to their own rhetoric of shopping locally in that they consistently hire consultants from all over the county while neglecting local talent who, in conjunction with the existing council staff could perform all the strategic deliverables needed.

Should council honour the commitment to ensure the development does not degrade into just another rabbit warren of car repair shops and coffee grinders then the community of Somerville directly, and the entire Mornington peninsula as a whole will benefit greatly from this endeavor.



Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 8:56AM

Receipt number 74

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

Other (please detail below)

Other (please detail below)

In Summary, my comments are:

I wish to submit my objection to this submission. Please me the attached sheets for my reasoning

I have provided detailed comments on the attached sheets

Yes

Upload comments

Signature

To whom it may concern,

I wish to lodge to my objection of:-

Amendment C243morn proposes to facilitate the use and development of the new Mornington Peninsula (Somerville) Technology, Industry & Business Park by:

- *rezoning the land from Special Use Zone (Port related uses) to the Industrial 3 Zone,*
- *applying a new Development Plan Overlay to comprehensively masterplan the site, and*
- *introducing a new local planning policy to help guide decision-making about future planning permit applications for the land.*

In 2020 I attended the Mornington Peninsula council drop in meeting via Zoom on July 15th (for the previous proposed rezoning of industrial land).

At this meeting the council/project group took us through the reasons why they had discounted the Bungower Rd Somerville site as not appropriate for Industrial rezoning.

Their reasons were very clear and simple, I agree with them & believe their relevance has not changed with the revised rezoning proposal now under consideration.

Precinct Analysis from the Council drop in session 15/7/20

ASSESSMENT CRITERIA	
▪	Topography & Landscape
▪	Existing & Surrounding Land Uses
▪	Character
▪	Fragmentation
▪	Environmental Features & Risks
▪	Landowner Intentions
▪	Community Views
▪	Traffic & Access
▪	Infrastructure & Servicing
▪	Staging & Expansion
▪	Strategic Policy

Criteria	Somerville Precinct
Land Characteristics	Topography
	Character
	Available area
Fragmentation	Coverage
	Owner intentions
Land Use	Existing
	Surrounding
Traffic	Access
	Distribution
	Upgrades
Infrastructure	Servicability
	Upgrades
Environment	Vegetation
	Heritage
	Risks
Strategic Policy	Agricultural land
	Port of Hastings
	Train station
	ODAP
Community	Support
Staging / Expansion	
Total	61

- This type of zoning would impact traffic & council wanted to minimise traffic through Somerville & Tyabb due to current congestion issues and the towns not being set up for this. It would push the need to further upgrade Bungower Rd which the local community are in objection to. Lower Somerville rd would also be greatly impacted by traffic and as parts of this road are in a green wedge zone, upgrading the road would not be appropriate.
- There have been clear objections from locals, rezoning would effect the community feel/identity of Somerville

- Somerville plays a big part in the Mornington Peninsula food belt and this site would impact this, both from future farming capacity & potential pollution issues
- Most jobs would be specialised roles and therefore not create work for locals but bring in more outsiders causing more traffic
- No public transport infrastructure.
- Noise and lighting would disrupt local residents, many of whom choose to live in this area because of the rural country surrounds.
- High number of surrounding houses, which would be impacted. Zone 3 would have no restrictions on 24 hr and weekend trading.

The council research showed that the Mornington Peninsula would require a further 40 -60ha of Industrial land over the next 15 years to fulfil its growth needs.

The council recommended a site at Hastings which covers 190ha to build an Industrial/Technology Precinct which would more than accommodate this. Their research showed that we do not need a second site of 60ha.(Somerville)

My concern is that this proposed technology park in Somerville would in effect cause leasing competition to the Hastings site, with the potential of neither site being able to run at sufficient capacity for success. Nearby, the Dandenong technology park is not full and suffers for this.

I attended one of the information sessions at the Mechanics Hall in Somerville held recently by our town planners and based on the information they provided to me I also have the below concerns:-

- I was not satisfied with their responses to my questions about this change causing increased road traffic along Lower Somerville Rd. I was told that they did not consider that there would be any impact to Lower Somerville Rd as it is not currently used by high traffic to access Bungower Rd. I disagree. Currently there is no destination to drive to along Lower Somerville Rd, but that will change with an Industrial park at the end of it. All locals know that from Bungower Rd , the quickest way to access Peninsula Link is by driving down Lower Somerville Rd to Golf Links Rd and onto the freeway.
- On the plans they showed me, there was a proposed soccer pitch/ sporting ground, it did not have any allocated parking area for it. Where would users park? The only logical area close by for this would be along the far end of Lower Somerville Rd, which is a dead end dirt road and not set up to accommodate this.

I urge you to consider my objections



From: [REDACTED]
To: Strategic Admin
Cc: [REDACTED]
Subject: FW: Amendment C243morn - submission
Date: Friday, 12 May 2023 11:25:59 AM

Follow up – please respond to confirm that MPSC has received this objection

Good morning,

AMENDED - Objection to Proposed Amendment C243morn to the Mornington Peninsula Planning Scheme

I object to the proposed industrial development / business park on land that is currently used for agriculture in Bungower Rd Somerville (located on the corner of Lower Somerville Road).

The grounds for my objection are as follows:

1. The Somerville and Tyabb townships are essentially small rural towns, delineated by a green belt between them. One development within this green belt will create a precedent for further development, and eventually this area will be lost to inappropriate development, resulting in the loss of separation between the two towns.
2. The Shire must consider the principle of retaining arable agricultural land close to major cities. This not only improves local amenity, but reduces transport costs for agricultural products, particularly food and produce items.
3. The fact that the area currently has some kind of planning overlay or zoning for heavy industry is irrelevant, as local people will be fighting future industrial development in this area. The Shire's 'heavy industry' thinking is based on a future major port in Western Port Bay. However current indications are that the proposed port is unlikely to eventuate due to environmental constraints such as existing seagrass meadows and declaration of Ramsar wetlands etc. The heavy industry zoning is therefore unlikely to be required.
4. It is a fallacy, and possibly an inadvertent misrepresentation of the situation, to suggest that the proposed development will bring new jobs to the area. If existing industries and companies relocate to the area, they will bring their existing employees with them. New jobs will only come with new start-up companies, and it is unlikely that new start-ups would wish to be located in an area which is isolated from their customers or allied businesses.
5. There are other areas which would be well-suited for this type of development. Examples include:
 - a. the land behind Rosebud along Boneo Road, which is sandy in nature and of low value for agriculture. It has freeway access, which will be further improved by construction of the Jetty Road-Boneo Rd section of the Mornington Peninsula Freeway.
 - b. the land east of the Martha Cove development. This is low value agriculture land and has the advantage of rapid freeway access.

Additional grounds for objection, updated 12/05/2023:

6. The feeder roads serving the proposed industrial development are not suited to carrying the high volumes of traffic required, nor would they be capable of carrying large numbers of heavy trucks without significant damage to the existing road surfaces.
7. Large volumes of traffic from the estate at peak times would exacerbate traffic problems at the existing choke point created by the roundabout at the corner of Frankston-Flinders Rd and Bungower Rd. This intersection has a long history of traffic accidents and fatalities.
8. The road intersection to be created to serve the development from Bungower Rd would require treatment to ensure efficient and safe management of large traffic volumes at peak periods.

Thank you for the opportunity to make a submission. I request an email to acknowledge that MPSC Planning Dept. has received this objection. Thanks.



Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 11:48AM

Receipt number 75

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

I own land affected by the amendment

Other (please detail below)

Have to use Bungower Road for access to Radnor Rise and our property

In Summary, my comments are:

My objections to this proposal are:

1. Safety of traffic using Bungower Road is becoming steadily more dangerous for access to and from the residential properties along it.
2. Poor strategic planning of another un co-ordinated industrial park on the Peninsula when sensible planning for industry should spread from close to the Hastings port.
3. The site drains naturally into the catchment area of the RAMSAR site of Western Port Bay so is against green policy for the Peninsula.

I have provided detailed comments on the attached sheets

Yes

Upload comments

Signature



Date

12/05/2023

Team Leader, Strategic Planning
Re: Amendment C243morn - submission
Mornington Peninsula Shire
Private Bag 1000
Rosebud VIC 3939

Dear [REDACTED]

I would like to voice my objection to the industrial rezoning of 79 and 83 Bungower Road, Somerville and Proposed Amendment C243morn - Mornington Peninsula (Somerville) Industry, Technology and Business Park Precinct for the following reasons:

1. The current increasing traffic conditions along Bungower Road in Somerville is becoming steadily more dangerous for access to and from the residential properties along it, and for other intersecting roads in the area. I live in Radnor Rise and have to use Bungower Road to enter and leave home. With the expected increase in the number of people getting to the proposed site for work, extra traffic on Bungower Road is going to cause major future issues affecting the safety of residents and road users. This is a significant problem to be addressed at Council and State level without the added pressure of another industrial development close to a residential area adversely affecting a major gateway of the rural, green wedge surrounded appearance of Somerville.
2. Historically poor strategic planning has led to the building of unco-ordinated industrial parks on the Mornington Peninsula. The allowing of this development to go ahead will be another example of such illogical planning. Sensible industry development should spread from close to the Port of Hastings and be positioned close to existing infrastructure. There is no supporting infrastructure to 79 and 83 Bungower Road.

Also of importance is the following quoted from Draft Melbourne Industrial and Commercial Land Use Plan 2019 - MPSC Submission which states:

"as well as considering employment prospects at the more local level (as per Councils IAS), also noting that a number of major growth sectors (including health care and social assistance, aged care, education and training, construction, tourism related employment, etc) are not necessarily associated with the rezoning of land for commercial or industrial purposes." And "in fact, significant areas within the SUZ are probably better considered/designated for agriculture/horticulture (Strategic Agricultural Land) and conservation purposes."

3. The Mornington Peninsula is unique geographically and environmentally. The site drains naturally into the water catchment area of the RAMSAR site of Western Port Bay. Protection of this site is of international ecological importance and allowing industrial development here is against green policy for the Mornington Peninsula. It is also directly bordering significant food growing farms.

As a comment, I consider the terms 'Technology and Business Park' are being used to mislead the public and residents of the area when it is clearly the development of industrial units to be sold off for the benefit of the landowners. There is no foreseeable control of the units being used for development of technology. The proposed main tenant [REDACTED], now an offshore company, is primarily doing industrial manufacture in Somerville and is no longer guaranteed to occupy space in the new development. As a technology park there are also no links with any of our major universities or educational facilities.

Please could you keep me updated on dates and times of any council meetings which I can attend about this development.

Yours sincerely,

[REDACTED]

Mornington Peninsula Planning Scheme Amendment C243morn

Submission 091
Page 4 of 4

Industry traffic adversely affecting all residential areas of Somerville

Industrial

Quarry

Airport and
Industrial

Proposed Industrial

water catchment area to
RAMSAR site

Legend

79/83 Bungower Road,
Somerville

Planning Zones

Commercial 1

General Residential

Green Wedge

Industrial 3

Low Density Residential

Public Conservation & Resource

Public Park & Recreation

Public Use

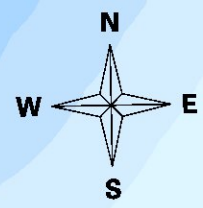
Special Use

Transport 1

Transport 2

Transport 3

Urban Growth Boundary



Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 12:00PM

Receipt number 76

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

Other (please detail below)

Other (please detail below)

[REDACTED] is an essential voice for the businesses and community of Somerville and so we are as it were custodians for the business sector of the town

In Summary, my comments are:

We are in favour with some concerns and reservations

I have provided detailed comments on the attached sheets

Yes

Upload comments

Signature



Date

12/05/2023

MPS DEVELOPMENT C243

1. SUMMARY OF POSITION

As the principal business organisation in the Somerville area, we are completely in favour of the proposal. The area suffers from a dearth of technical or advanced industries. The concept of a campus style environment is well suited to the kinds of industrial groups that the area desperately needs.

Reading through the documentation we are however concerned that the goal of the development, namely that it is a true technology park, will be diluted over the years if not occupied in a reasonably short period of time. The stoic resistance of the council to water down the park will be on show to all.

A. Perceived weakness

- i. [REDACTED] is already heavily involved with the issue of high traffic levels through the township, especially at the notorious round-a-bout at the rail crossing. More heavy transport on the roads in support of the industries that would be in the Bungower Road business park will only exacerbate the congestion. We would desire to see that all traffic, other than local, be diverted to the Westernport Hwy.

2. CONCLUSION

As stated, we are in favour for the creation of a technology park to proceed and with all haste as the area has a genuine need of a technology centred, engineering, consulting and design industry area of activity.

Regards,

[REDACTED]

Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 1:25PM

Receipt number 77

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ? I am a neighbour

Other (please detail below)

In Summary, my comments are: This development is inappropriate in this area.

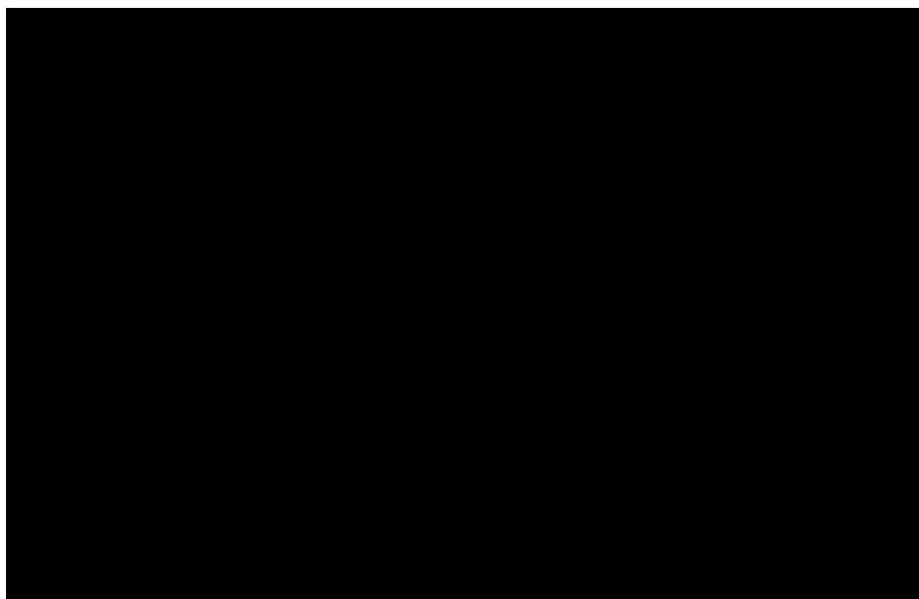
I have provided detailed comments on the attached sheets Yes

Upload comments

Signature

Date

12/05/2023



[REDACTED] that relies on water from this catchment area. It is critical this existing purpose is not compromised by polluting the water supply.

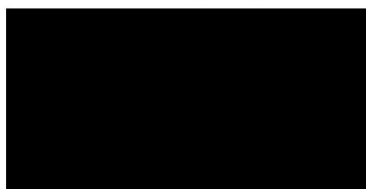
In addition, I am of the strong belief that there is already substantial area available in the Hastings industrial zone to accommodate this activity.

It is time that the Port Overlay is reevaluated, and land should be set aside for agricultural purposes or returned to natural plantings.

In as much as many inner suburbs of Melbourne have 'Urban Renewal' where inappropriate land use is returned to residential development it is time to consider a similar approach to undeveloped rural land, a 'Rural Renewal' of sorts.

These developments are not progress, they are very regressive in our current environment. All of these developments are at odds with many State and Commonwealth initiatives to 'Cool' and 'Green' Melbourne, this development is only going to reduce open/green space, no amount of landscaping will compensate for the buildings and asphalt built here.

Kind regards,



Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 2:36PM

Receipt number 78

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

No

Written consent

How would the proposal affect you ?

Other (please detail below)

Other (please detail below)

██████████ are the largest specialised Commercial and Industrial Estate Agents in the Peninsula. We have been involved in most of the Industrial Development in Carrum Downs, together with an office in Mornington servicing the Peninsula are acutely aware of the Industrial and Commercial Real Estate issues surrounding the Peninsula, not the least of all the urgent need for more Industrial Zoned Land.

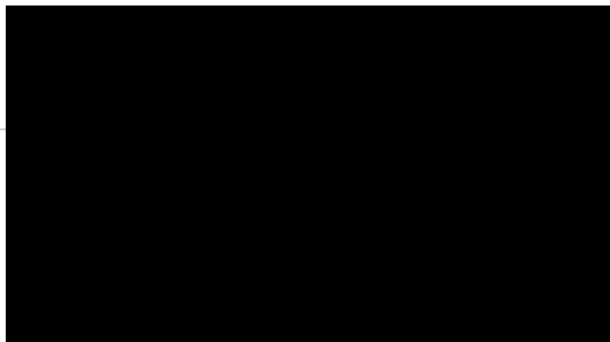
In Summary, my comments are:

We support the amendment and rezoning. refer to attached letter for more detail.
feel free to contact me if you have any questions or would like to receive additional information from our company.

I have provided detailed comments on the attached sheets

Upload comments

Signature



Date

12/05/2023

12 May 2023

Team Leader, Strategic Planning
Re: Amendment C243morn - submission
Mornington Peninsula Shire
Private Bag 1000
Rosebud VIC 3939

Planning Permit Application: Amendment C243morn
Location: 79 & 83 Bungower Road, Somerville 3912

Dear Team Leader,

Response Conditions to Planning Permit Application.

is writing to respond to the above matter concerning the Council's notification.

has reviewed the proposed application and is generally supportive of the proposed development. However, there are some matters that need to be taken into account given the proximity of the development to existing Esso Pipeline(s).

1. Application evaluation

The proposed development is an application to:

- Rezone the land from Special Use Zone (Port related uses) to the Industrial 3 Zone
- Apply a new Development Plan Overlay to comprehensively masterplan the site
- Introduce a new local planning policy to help guide decision-making about the future planning permit applications for the land

The application is less than 100 metres from . As this is within the measurement length of the pipeline(s), an evaluation of any impact to the pipeline has been undertaken. This is a radial measurement from the pipeline(s) where, in the event of a pipeline rupture, people would be at significant risk of severe injury and structures at risk of significant damage.

When evaluating the impact of any development on the pipeline(s) two main criteria are examined:

- What is the impact of the development on the pipeline(s), and
- What impact could the pipeline(s) have on the proposed development, now and in the future.

Following evaluation, it is anticipated that this development and its construction may physically impact or significantly change the risks being managed for the safe operation of the pipeline(s). However, these risks can be controlled provided the conditions listed in this response are complied with.

This is based on the permit application information that has been provided.

2. The Pipeline(s)

operate 24 hours per day, 365 days of the year and play a crucial role in the supply of energy from the Bass Strait for oil customers (including petroleum, industrial feedstock, road and

aviation fuels) and gas consumers across Victoria, New South Wales and South Australia. The operating pressures can be high and as such, any damage to the Pipeline may result in the potentially hazardous situation in terms of:

- Fire and/or explosion causing high risk to life (and property);
- Disruption of gas and oil production from Bass Strait to the Victorian and New South Wales markets; and
- Potentially significant environmental impacts.

The pipeline(s) in question have a measurement length of 1,000 m.

Esso manages the risks associated with the pipeline(s) through:

- Design, operational and regulatory controls that are aimed at minimizing the likelihood of any impact; and
- The express obligations set out in pipeline Licence(s) and Safety Management Plan for the Pipeline.

3. Victorian Pipeline Act (2005)

Given the siting of the proposed development within the pipeline(s) measurement length, Applicants must be aware of the relevant sections of the Victorian Pipelines Act (2005) including:

- **Section 117 – Offence to obstruct operation of pipelines**

Under Section 117 of the Act, it is an offence for a person to interfere with any works relating to the operation of a pipeline by the Licensee without the authority of the licensee.

Esso is a licensee under the Pipelines Act pursuant to the Pipeline Licence(s) for the pipeline(s).

Proposed Developments have the potential to directly interfere with Esso's work relating to the operation of the pipeline(s). Proposed developments must allow for sufficient vacant area on either side of the right of way / easement and not interfere with Esso's ability to maintain the pipeline to regulatory requirements.

- **Section 120 – Restriction on building on land near pipeline**

Under Section 120 of the Act, a person must not construct a building, so that any part of it is situated less than 3 meters from a point on the surface of the land whose position is vertically above a part of a pipeline below the surface unless Ministerial consent has been given. Under the Pipelines Act, "buildings" include permanent or temporary buildings or structures and any part thereof.

The Pipeline is usually located within the middle of the Easement granted to Esso. Under the Pipelines Act, the onus is on the Applicant to demonstrate that it has sought to delineate the path of the Pipeline in the easement to ensure that all of the buildings in the proposed Development have given a 3 meter clearance to the pipeline(s).

Esso would ordinarily require the Applicant of a planning application within the pipeline measurement length to work with Esso to mark out the pipeline(s) prior to undertaking any design work. This is to ensure that the applicant designs its proposed development to comply with this requirement of the Pipelines Act.

In order to comply with this section of the Act, all buildings and structures must be constructed so that no part is situated less than 3m from a point on the surface of land whose position is vertically above a part of the a pipeline. Any buildings or structures situated within this area shall require prior consent by the relevant Minister and written approval by Esso.

4. Australian Standard 2885 – Pipelines – Gas and Liquid Petroleum

Australian Standard 2885 relates to design, construction, testing, operations and maintenance of gas and liquid petroleum pipelines that operate at pressures in excess of 1050kpa. This Australian Standard is therefore applicable to the pipeline(s). Australian Standard 2885 has legislative force under the VIC Pipelines Act (2005) as the relevant Australian safety and design standard for the pipeline(s).

The standard provides restrictions against certain activities over the pipeline(s) based on the location class including:

- Restricting “sensitive use” developments within proximity of the pipeline(s);
- Restricting any ground disturbance works in the vicinity of the pipeline without written consent by the Pipeline Operator;
- Ensuring material such as waste, soil and / or equipment on or near the pipeline without written consent by the Pipeline Operator; and
- Preventing certain vegetation from being placed that may either restrict free passage along the easement or whose root systems may cause damage to the pipeline protective coatings.

5. Permit Conditions

In order to ensure the right balance between managing the impacts to and from the pipeline(s) and delivering a beneficial planning outcome, it is [REDACTED] position that the planning permit be issued for the proposed development that includes the following permit conditions, namely under the following sections (or their equivalent) of the proposed Development Plan Overlay Schedule.

Development Permit Decision Guidelines

Before deciding on an application to subdivide land, construct buildings, or carry out works, the responsible authority must consider, as appropriate:

- The measures to mitigate the impact of new development on the operation and safety of licenced pipeline infrastructure and any associated facility.

Land Use and Subdivision

- All major pipeline easements and an additional 15m either side of the easement must be included in public open space reserves to provide adequate separation distance from sensitive land uses.
- Avoid community facilities, including but not limited to Accommodation (other than dwelling, camping and caravan park, group accommodation, host farm, residential hotel, rooming house, rural worker accommodation and residential village), education centres, places of assembly, fuel depots and hospitals within 200m of the licenced pipeline corridor
- Avoid locating fuel depots within 200m of the licenced pipeline corridor

Infrastructure Services

- Adequate access and clear space along the licenced pipeline corridors for the purposes of pipeline operations and maintenance activities.

Open Space

- Public open spaces designed to incorporate all licenced pipeline corridors within linear reserves

Infrastructure Asset Risk Management

- Identify sensitive land uses that need to be risk assessed due to proximity to major pipeline infrastructure (Accommodation (other than dwelling, camping and caravan park, group accommodation, host farm, residential hotel, rooming house, rural worker accommodation and residential village) and residential village), education centres, places of assembly, hospitals and fuel depots via a Safety Management Study
- Preparation of a Safety Management Study in accordance with Australian Standard AS2885 (Pipelines – Gas and Liquid Petroleum) in consultation with the relevant pipeline owner/operator and to the satisfaction of the relevant authority. The findings of the Safety Management Study are to be incorporated into any approved development plan and corresponding planning controls.
- Any proposed works including any temporary or permanent road or infrastructure crossings of the pipeline easements will require consultation with and consent from the pipeline owner/operator.
- Clear access on and either side of the major pipeline corridors shall be maintained, with any vegetation other than light grasses along the corridor subject to pipeline owner/operator consent.
- Provisions for the recoating, protective slabbing of the impacted pipelines to the satisfaction of the relevant authority. The degree and nature of the recoating and / or protective slabbing shall be determined as an outcome of the Safety Management Study for the affected pipeline(s)
- Any structures within 3m of a pipeline shall obtain Ministerial consent.

6. Conclusion

Esso submits that the Application may be supported provided the above permit conditions be in place.

We would welcome the opportunity to meet with the Applicant to discuss any of the permit conditions and the most effective way in which Esso, the Council and the Applicant can work together to ensure these planning conditions can lead to a mutually beneficial outcome.

It is requested that [REDACTED] be kept informed of the progress of the application and any amendments sought to the application. [REDACTED] reserves the right to alter its response to any amendments to this development.

If you have any queries or require further details, please do not hesitate to contact [REDACTED] on [REDACTED]

Yours sincerely

[REDACTED]

OFFICE USE ONLY

	Name	Position	Sign	Date
Prepared By		Senior Pipelines Engineer	ON FILE	
PSO Review		Pipeline Surveillance Supervisor	ON FILE	
SSHE Review		Pipelines RER Advisor	ON FILE	
P&GA Review		Communications & Media Advisor	ON FILE	
Legal Review		Legal Counsel	ON FILE	
Endorsed By		Pipeline Supervisor	ON FILE	

Comments

Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 3:04PM

Receipt number 79

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

No

Written consent

How would the proposal affect you ?

I am a neighbour

Other (please detail below)

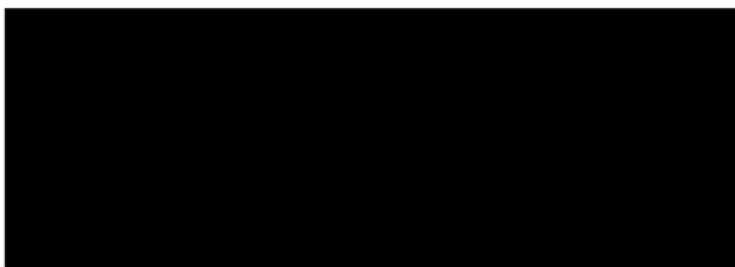
In Summary, my comments are:

I have provided detailed comments on the attached sheets

Yes

Upload comments

Signature



Date

12/05/2023

12 May 2023

Team Leader, Strategic Planning
Mornington Peninsula Shire Council
Private Bag 1000
Rosebud VIC 3939

Dear Sir/Madam

AMENDMENT C243 MORNINGTON PENINSULA PLANNING SCHEME
Mornington Peninsula Technology, Industry & Business Park

Our client's land is currently used and developed primarily for market garden purposes with ancillary farming facilities located across the land. A homestead is also developed on the land.

Our client's land is located north of Bungower Road, outside the area affected by Amendment C243. Our client submits:

1. In principle support for the rezoning of No. 79 & 83 Bungower Road, as proposed by Amendment C243.
2. The proposed amendment is an appropriate interpretation of several technical studies undertaken within the area, which recommend the rezoning of the existing Special Use Zone, Schedule 1 of the Mornington Peninsula Planning Scheme to a more pragmatic industrial zoning.

Noting industrial land supply constraints and the technical studies undertaken, the rezoning of the existing Special Use Zone, Schedule 1 for an industrial zone is an important step towards achieving a supply-demand equilibrium for the region.

3. Council's approach to undertake a site-specific rezoning, while appropriate to facilitate an anchor within the region, should trigger a broader amendment process.

As it stands, Amendment C243 is a piecemeal rezoning to facilitate one outcome for one proponent. The next step should be a more holistic, broader rezoning to ensure the region is developed with a clear vision and integrated infrastructure network.

We note, a holistic, broader rezoning process is especially pertinent considering recent stimulants to the industrial sector, such as the Federal Government's \$15B National Reconstruction Fund. It should be assumed that stimulants such as these will continue to place pressure on industrial land supply in the region and potentially further accelerate the existing land consumption rate beyond 4.5 - 6.7ha per annum.

4. Council as a short-term priority should progress an amendment process which re-evaluates at a wide scale the land use designations of the region, including in its study area the Green Wedge Zone land north of Amendment C243, up to Eramosa Road.

Further, it is highlighted that by pursuing a broader vision for the area, any future amendment process will provide an opportunity to reinterrogate a land use pattern which was established as far back as 1981 in the *Planning for the Hastings Post-Industrial Area* prepared by the then, Department of Planning, Victoria.

Each major strategic planning document since, has reflected the land use pattern specified in the planning strategy which is now more than 40 years old.

As highlighted above, reinterrogating this previously assumed position, should include a reevaluation of the Green Wedge Zone land and its associated environmental, biodiversity and landscape values.

Now, in light of the known industrial land supply shortfall, is the appropriate time to re-evaluate at a wide scale the land use designations of the region.



Should you wish to discuss further, please contact the undersigned on [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 3:05PM

Receipt number 80

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

I own land affected by the amendment

Other (please detail below)

In Summary, my comments are:

This proposal will negatively impact an entire community to advantage a privileged few.
The traffic impacts alone seem ill thought out and the ad-hoc location of this site will change the township of Somerville irreversibly.

I have provided detailed comments on the attached sheets

Yes

Upload comments

Signature



Date

12/05/2023

Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 4:00PM
Receipt number 82
Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

I am a neighbour

Other (please detail below)

In Summary, my comments are:

Hello, we live just down the road from this proposed development. We oppose the change in planing scheme as we feel it will change the vibe of the landscape of the area, in particular to the increase in traffic. Also, adding a factory complex to Somerville in this area, is not logical as there is already an industrial area north of Somerville, with vacancies. Gayden's road in Hasting is a more logical position for this development as there are already factories and roads accessing the area.

I have provided detailed comments on the attached sheets

Upload comments

Signature



Date

Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 4:08PM

Receipt number 83

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

I am a neighbour

Other (please detail below)

In Summary, my comments are:

The area does not need an industrial or technology area, as there are other better placed areas within Somerville & Hastings already along with many empty industrial bldgs - esp. in Hastings. We bought in a semi rural area and dont believe this area is the right fit for industry due to no public transport and the roads will not be able to take the increase in traffic. Who will ensure that only technology businesses will occupy the area and if businesses run 24/7 the whole area will change.

I have provided detailed comments on the attached sheets

Upload comments

Signature

Date



Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 4:17PM

Receipt number 84

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

I am a neighbour

Other (please detail below)

In Summary, my comments are:

[REDACTED] from the proposed site, this area has always been semi rural and residents choose to live here for the lifestyle and quiet area, I ride my horses along the dirt section of the road, this would not be possible with an industrial area located there as it would become dangerous. The traffic concerns on Bungower road are already an issue, with the increase in traffic following development I am very concerned about being able to cross Bungower Rd .

I have provided detailed comments on the attached sheets

NO

Upload comments

Signature

Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 4:28PM

Receipt number 85

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

No

Written consent

How would the proposal affect you ?

I am a neighbour

Other (please detail below)

In Summary, my comments are:

The traffic on Bungower rd is already terrible when trying to turn out of or cross Lower Somerville Rd, the increase in traffic will cause more delays for residents, and more accidents - there have been too many serious accidents on Bungower Road between Lower Somerville rd intersection and up to the Frankston Flinders Rd intersection - not even the roundabout at FF Rd has stopped serious accidents there, an increase in traffic will be terrible for the area as a result of un needed factories.

I have provided detailed comments on the attached sheets

Upload comments

Signature

Date



Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 4:33PM
Receipt number 86
Related form version 3

Name



Organisation

Postal address



Email



Phone number/s



Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

No

Written consent

How would the proposal affect you ?

I am a neighbour

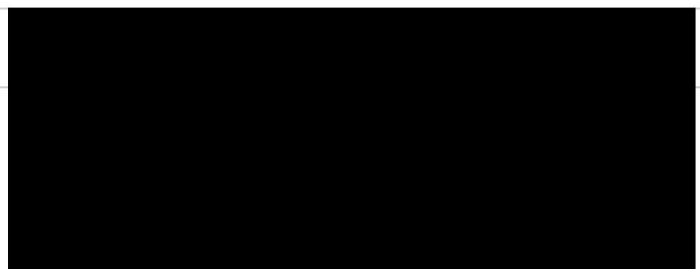
Other (please detail below)

In Summary, my comments are:

I have just built and moved into a new DPU (granny flat) on [REDACTED] which looks out over the proposed development site, if I had known this was going ahead I would not have built where I did, it is very disappointing the council did not mention it. I am very worried as an older driver about the increase in traffic on both Bungower Rd and Lower Somerville Rd as there is not good lines of site for anyone when trying to get out of our part of Lower Somerville Rd, this needs addressed.

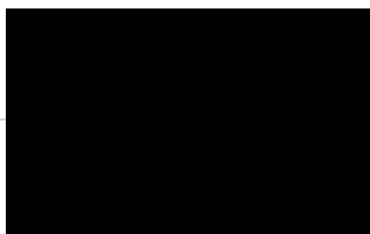
I have provided detailed comments on the attached sheets

Upload comments



Signature

Date



Submission to Mornington Peninsula Planning Scheme Amendment C243morn



Submitted on 12 May 2023, 4:56PM

Receipt number 87

Related form version 3

Name

Organisation

Postal address

Email

Phone number/s

Do you represent other people ?

No

If yes, who?

Have you attached written consent from these people for you to represent them?

Written consent

How would the proposal affect you ?

I am a neighbour

Other (please detail below)

In Summary, my comments are:

I dont think this proposed development needs to go ahead as there are viable alternatives nearby and think the land can be better used within keeping of the amenity of the area, which is predominantly Low density residential. The traffic will become too busy for the capabilities of Bungower & Lwr Somerville Rds & will need to be addressed prior to development. Extensive native vegetation buffer zones will need established prior to development also to ensure residents are minimally affected.

I have provided detailed comments on the attached sheets

Yes

Upload comments

Signature



Date

RE: Amendment C243 morn

I am writing to the MPSC with regards to the above proposed amendment to change the existing zoning from SUZ1 (Port related uses) to IN3Z (Industrial 3 Zone).

The above proposed amendment relates to land situated on Bungower Road between a major fresh food supplier, low-density residential properties, and green wedge land, none of which are conducive to the locating of industrial buildings, I have listed my concerns below:

- Traffic along Bungower Road will be negatively impacted by the increasing numbers of commuters and other vehicles associated with the precinct;
 - The traffic study quoted was conducted in 2020 – during a COVID-19 statewide lockdown, so the figures are unlikely to be accurate to actual usage levels
 - Residents and traffic along Lower Somerville Road will find entering Bungower Road far more difficult than it already is because of the increased traffic – both workers and delivery/transport drivers (inward and outward goods) will have to use Bungower Road as there is no public transport to the area, nor is there another access road?
 - The increase in type and size of vehicles along Bungower Road will lead to the loss of amenity of the surrounding area, most residents have purchased in the area to obtain a country style lifestyle, not one that overlooks an industrial area.
 - The WAG (Western Port – Altona – Geelong) gas pipeline traverses the Western side of the proposed development site and will need a considerable buffer zone/overlay to ensure it is not impeded.
- Potential pollution (noise, light, air for example) issues will affect local wildlife, residents and food bowl production. Again, a vegetation buffer will reduce this along Lower Somerville Road – a minimum area of at least 50-100m along the road south of Bungower Rd.
- Infrastructure such as sewerage, gas, power etc are not currently available to the proposed site; the interruption to traffic whilst these are made available will be more difficult than beneficial to existing landholders, including those affected by the use of different access roads as a result.
- If the rezoning and subsequent development does go ahead, there will need to be substantial buffers and overlays included into the plan and must be policed going forward. As a resident very close to the proposed development area I would expect a minimum of 50 – 100m from the road, ALL along the entirety of Lower Somerville Road south of Bungower Road.
 - Industrial building would need to have non reflective roofing to avoid reflection – as per the requirements by MPSC for nearby residents.
- Have other options for the site been investigated – such as Low-Density Residential or a solar farm? There has been no real consultation with residents about other options, only the recent meeting facilitated by the council to advise residents about what is going to happen.

- There is currently an abundance of local wildlife that live on the proposed development site, including a pair of Wedgetail Eagles and Sugar Gliders these animals would all be displaced if the area is developed.
 - Along with this, the area houses multiple sites of Ecological Vegetation Classes (EVCs) 53: Swamp Scrub and 175: Grassy Woodland, both of which are classified as Endangered according to their bioregional conservation status.
(<https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks>)
 - The site is also adjacent to areas that are known to home endangered Fauna species such as the New Holland Mouse and threatened species such as the Hooded Robin.
(https://www.environment.vic.gov.au/__data/assets/pdf_file/0033/634677/FFG-Threatened-List-May-2023.pdf)
- [REDACTED] the proposed development site (on Lower Somerville Road), indeed we have recently spent more than \$400k building a Dependent Persons Unit that looks out across what is currently paddocks to the East of our property and are extremely disappointed that MPSC allowed this to be permitted without advising us that the proposed development was likely to go ahead. We purchased here for the amenity of its location, the proximity to a small country style town, but with a rural aspect and feel that this is going to be ruined and devalued so that someone can make money from the development.