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LATROBE CITY COUNCIL

MINUTES OF ORDINARY COUNCIL MEETING

HELD IN THE
NAMBUR WARIGA MEETING ROOM,
CORPORATE HEADQUARTERS, MORWELL
AT 7:00 PM ON 04 MAY 2009

PRESENT:

Cr Lisa Price, Mayor - Farley Ward
Cr Kellie O'Callaghan, Deputy Mayor - Burnet Ward
Cr Rohan Fitzgerald - Dunbar Ward
Cr Sharon Gibson - Merton Ward
Cr Sandy Kam - Galbraith Ward
Cr Bruce Lougheed - Tanjil Ward
Cr Graeme Middlemiss - Rintoull Ward
Cr Ed Vermeulen - Gonyah Ward
Cr Darrell White - Firmin Ward
Paul Buckley, Chief Executive Officer
Michael Edgar, General Manager Community Liveability
Katie Garlick, Council Operations Administration Officer
Tim Johnson, General Manager Governance
Allison Jones, General Manager Economic Sustainability
Philip Marsh, General Manager Executive Projects
Tom McQualter, Acting Manager Council Operations and Legal Services
Peter Quigley, General Manager Built and Natural Environment Sustainability

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NIL

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NIL

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CLOSED

1. Opening Prayer

The Opening Prayer was read by the Mayor.

Recognition of Traditional Landholders

The Recognition of Traditional Landholders was read by the Mayor.

2. Apologies for Absence

Nil

3. Declaration of Interests

Nil

4. Adoption of Minutes

Moved: Cr Lougheed

Seconded: Cr Vermeulen

That the Minutes of the Ordinary Council Meeting, relating to those items discussed in open Council, held on 20 April 2009 (CM 290), be adopted.

CARRIED UNANIMOUSLY

PUBLIC QUESTION TIME

5.1 CEO REAPPOINTMENT AND TOTAL REMUNERATION

Mr Bruce Bremner asked the following questions:

Question

S.94(6) of the Local Government Act states:

“If a Council passes a resolution to reappoint a person as its Chief Executive Officer without advertising the position, the Council must make details of the person’s proposed total remuneration as Chief Executive Officer under the new contract available for public inspection within 14 days after the passing of the resolution.”

A public notice for the council meeting of 20 April 2009 said that it is Council’s intention to put the resolution that Mr Paul Buckley be reappointed as Chief Executive Officer of Latrobe City Council and that the passing of the resolution would result in the reappointment of the Chief Executive Officer, without the position being advertised.

No media release has been made as at Friday, 1 May 2009 and the Association therefore now asks:

- (a) Did the reappointment occur on 20 April 2009 – meaning was the resolution passed?
- (b) If yes, is the “total remunerationavailable for public inspection” now that the 14 days has elapsed?

Answer

The Chief Executive Officer read the question and answered yes to both questions.

5.2 SAFEWAY APPEAL TO VCAT

Mr Bruce Bremner asked the following questions:

Question

What is the status of the Safeway appeal to VCAT objecting to Council’s non-waiver of payment in lieu of provision of car parking spaces decision?

Answer

The Chief Executive Officer read the question and answered that the mediation meeting is scheduled for 29 May 2009 at 2.15pm and expected to take 2 hours, Maddocks are acting on Latrobe City Council’s behalf.

Suspension of Standing Orders

Moved: Cr O'Callaghan

Seconded: Cr Lougheed

That Standing Orders be suspended to allow members of the gallery to address Council in support of their submissions.

CARRIED UNANIMOUSLY

Standing Orders were suspended at 7.02 pm

Mr Paul Gardener, addressed Council in relation to Item 7.1 – Proposed traffic calming - Gordon Street and Moore Street, Traralgon.

Ms Jane Leslie, addressed Council in relation to Item 7.1 – Proposed traffic calming - Gordon Street and Moore Street, Traralgon and answered questions.

Mr Peter Dell from Beveridge Williams addressed Council in relation to Item 11.3.2 - Latrobe City Council Bulky Goods Retail Sustainability Assessment.

Ms Jennie Jones from SM Urban addressed Council in relation to Item 11.3.2 - Latrobe City Council Bulky Goods Retail Sustainability Assessment and answered questions.

Mr Nick Anderson from NMA Pty Ltd addressed Council in relation to Item 11.3.2 - Latrobe City Council Bulky Goods Retail Sustainability Assessment.

The Mayor thanked all for addressing Council and for their submissions.

Resumption of Standing Orders

Moved: Cr Lougheed

Seconded: Cr Gibson

That Standing Orders be resumed.

CARRIED UNANIMOUSLY

Standing Orders were resumed at 7.22 pm

ITEMS REFERRED BY THE COUNCIL

7.1 PROPOSED TRAFFIC CALMING - GORDON STREET AND MOORE STREET, TRARALGON

AUTHOR: General Manager Built and Natural Environment Sustainability
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to provide Council with the findings of an investigation into traffic issues in the area north of Grey Street between Franklin Street and Breed Street, Traralgon. The report recommends that a scheme of traffic calming works be undertaken in the area.

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

Latrobe 2021 and Council Plan 2008-2012

Strategic Objective - Liveability

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

Community Outcome - Community

By enhancing the quality of residents' lives, by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and sense of place.

Strategic Action - Community Liveability

Support government agencies, non-government agencies and the community in reducing crime, violence and antisocial behaviour, by implementing ongoing actions to reduce family violence, drug and alcohol abuse, improve road safety and enhance safety at home.

Policy

Council does not currently have a specific policy dealing with traffic management matters. The following documents were used as the basis for assessing this matter and providing advice to Council for consideration:

- Latrobe City Council's "*Design Guidelines for Subdivisional Developments, Urban & Rural Road and Drainage Construction, and Traffic Management Projects*";
- Austroads "*Guide to Traffic Engineering Practice*"; and
- VicRoads "*Traffic Engineering Manual*".

3. **BACKGROUND**

This report considers the results of the community engagement process conducted with the residents of this area and recommends that traffic calming works be undertaken.

The following table summarises the consultation process that has been undertaken to investigate traffic issues in the area north of Grey Street between Franklin Street and Breed Street, Traralgon.

15 November 2004	<p>During Urgent Business, Council resolved at its Ordinary Meeting:</p> <ol style="list-style-type: none"> 1. <i>That Council immediately undertake traffic counts and speed counts in the area bounded by Franklin Street, Grey Street, Brown Street and Chenhall Crescent/Michael Court</i> 2. <i>That a report be prepared for the February 2005 Council Meeting reporting on the above requested information together with accident and incident reports.</i>
6 June 2005	<p>Following consideration of a report on this matter Council resolved at its Ordinary Meeting:</p> <p><i>That either Councillor Tyler, Bond, Proctor or Smith chairs a public meeting with the residents of the area to discuss traffic management issues in Gordon Street and Moore Street in the area between Franklin Street and Breed Street, Traralgon.</i></p>
30 August 2005	<p>Public meeting held and general agreement reached to reduce vehicle speeds and improve local amenity of area (notes from meeting are attached).</p>

December 2005	Survey of residents undertaken to gauge support for a number of separate traffic calming options. Results of survey are discussed in section 6 of this report.
June 2008	Council approved an allocation of \$60,000 for stage 1 of traffic calming works along Gordon Street and Moore Street in the 2008-09 Capital Works program.
December 2008	Further survey of residents undertaken incorporating new options for traffic calming. Results of this survey are discussed in section 6 of this report.
16 March 2009	Council resolved at its Ordinary Meeting: <i>That Council defers consideration of this item until the Ordinary Council Meeting to be held on 4 May 2009.</i>

4. **ISSUES**

The sections of both Gordon Street and Moore Street located in this area are classified as Minor Access Streets under Council's road hierarchy. This means these streets should only provide for local residential access and should not provide for any through traffic function.

Under Council's Design Guidelines the average vehicle speed along a minor access street should be approximately 30 km/h. Traffic counts revealed that the average mid-block vehicle speeds along these streets were generally 10 km/h higher than desirable in Moore Street and up to 18 km/h higher than desirable in Gordon Street.

Traffic volumes along Gordon Street are also considerably above the nominal limit of 500 vehicles per day for a minor access street. At more than 2,200 vehicles per day these volumes would be more appropriate for a collector road classification.

On-site inspections along Gordon Street found that many drivers use this street as an alternate route between the estates to the east of Franklin Street and the schools to the west of Stockdale Road. The route along Franklin Street/Grey Street/Stockdale Road has significant delays at the major intersections and Gordon Street currently offers a more attractive alternate route.

Traffic calming options for the area were therefore aimed at reducing vehicle speeds along the street and deterring the use of the streets by traffic from outside the area.

Initial Options

Copies of plans and explanatory notes of options 1A and 1B, and options 2A, 2B and 2C as initially presented to the residents of the area, are attachments to this report.

Current Options

Copies of plans and explanatory notes of the current options 1, 2 and 3 are attachments to this report.

The traffic calming works shown in Option 3 were nominated as Latrobe City Council's recommended treatment for this area. This recommendation was made following consideration of the previous consultation undertaken, the effectiveness of the traffic calming treatments, the net resultant effect on the amenity of the area and previous experience of the use of these devices.

Residents Proposal

A letter received jointly signed by residents representing 29 properties in the area, suggests that a solution to the traffic issues in Gordon Street and Moore Street is the construction of an additional bridge across the Traralgon Creek down stream from the Franklin Street Bridge. A copy of the letter is attached.

This issue was previously considered in a report prepared by consultants as part of the Traralgon West Traffic Study undertaken in 2002 and presented to Council. This report advised that "*the demand for traffic relief in the Traralgon area is towards the CBD and cross-town traffic volumes would probably not be high enough to warrant the expense*" of a new creek crossing north of Franklin Street. "*An east-west link providing a crossing of Traralgon Creek is unlikely to ever be justified based on economic and traffic volumes. Even constructing a low level structure would still incur considerable cost and provide little benefit due to the likely low cross-town demand around the CBD*".

Costs in 2002 were estimated at between \$10,000,000 and \$20,000,000 for a ford treatment or a new bridge over the Traralgon Creek and adjacent floodplain.

In September 2002 Council decided not to construct an east-west link across the Traralgon Creek and agreed that traffic management improvements in the area be implemented as appropriate measures are identified and funded. However at its Ordinary Meeting on 6 June 2005 Council resolved:

“That Council undertake appropriate planning for the east-west link across the northern boundary of the urban area of the township of Traralgon.”

The Traralgon Structure Plan adopted in August 2007 acknowledges the need to provide an additional east-west route for all modes of transport in this area of Traralgon via *Objective 9: Improve transport routes and ease of movement. Alleviate the need for residents living in the northeast to travel via the city centre in order to connect to community facilities in the northwest, and vice-versa.*

This matter will require the allocation of significant additional resources for consultancies including modelling stream flows, bridge design, native vegetation, geotechnical and cultural heritage studies. Any proposal will also require approval from the West Gippsland Catchment Management Authority.

The joint letter also suggests that if temporary traffic calming measures are required in the interim until a new crossing can be constructed, then temporary chicanes could be constructed. It was suggested that these temporary chicanes could be filled with soil and planted.

Chicanes (or angled slow points) were raised as one of the initial options for traffic calming along these streets. When the new options were prepared, chicanes were not offered to the residents for further consideration and should not be considered now for the following reasons:

- In the initial consultation more residents disagreed with the chicane options than voted for them.
- Austroads advises that single lane slow points should not be used where traffic volumes exceed 1000 vehicles per day. The options currently under consideration will increase travel times along Gordon Street and Moore Street by reducing vehicle speeds therefore improving safety. However traffic volumes would be expected to remain well above 1000 vehicles per day as these streets would still be more attractive due to the delays currently experienced along Grey Street.

- The current road widths along Gordon and Moore Streets meant that the slow points could not be designed and located to adequately reduce vehicle speeds to the required level without adversely restricting access to and from vehicle crossings to adjacent properties.

A new creek crossing is likely to be a long term project, therefore any works installed in Gordon and Moore Streets would need to be in place for more than a few years.

The filling of temporary islands with soil and plants is also not desirable as the depths of soil would not be sufficient to adequately support plant life – particularly during periods of low rainfall and high temperatures.

The recommended traffic calming treatment is the installation of road humps and road narrowings at four locations along Gordon Street and at four locations along Moore Street with kerb extensions to narrow the road and the construction of road humps at two locations along Anderson Street and at one location in Church Street, Traralgon.

5. FINANCIAL AND RESOURCES IMPLICATIONS

In the 2008/09 Capital Works program \$60,000 has been allocated for the construction of stage 1 of traffic management works to reduce vehicle speeds along Gordon Street and Moore Street.

The estimated cost to install road humps and road narrowings as per the recommended Option 3 is \$120,000. However as the available funding is less than this amount it is proposed that the stage one works would include the installation of the road humps at all eleven locations within the area (four in Gordon Street, four in Moore Street, two in Anderson Street and one in Church Street) and the construction of road narrowings at the two road hump locations in Gordon Street between Franklin Street and Church Street.

The remaining six proposed road narrowings (two more in Gordon Street and four in Moore Street) would need to be referred to the Capital Works Program for further consideration.

6. INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Correspondence, public meetings and personal meetings with a number of residents.

Details of Community Consultation / Results of Engagement:

Following the public meeting, letters, information and opinion forms were sent in December 2005 to all owners and occupiers of the 112 properties with direct abuttal to those sections of Gordon Street, Moore Street, Church Street and Anderson Street within the area. The Traralgon Urban Fire Brigade, Rural Ambulance Victoria, Victoria Police (Traralgon), Victoria Police (Latrobe Traffic Management Unit), Latrobe Valley Bus Lines and the Department of Infrastructure were also consulted.

A summary of the responses received is shown below. Note that a total of 43 responses were received. It is clear from the responses that a majority of the respondents agree that action needs to be taken in Gordon Street and Moore Street.

However the results are inconclusive in determining the type of devices that should be installed. There was an indication of support from the Gordon Street residents for the installation of half road closures at each end of Gordon Street. However the half road closures were objected to by the residents of other streets who thought that this would result in more traffic using their streets.

There were similar numbers of respondents both in favour of and against the installation of either single lane slow points single lane angled slow points (chicanes).

	strongly agree	agree	neutral	disagree	strongly disagree	No response	TOTAL
1. Would you support the installation of traffic management devices in Gordon & Moore Streets?	25	4	1	1	6	75	112
2. Do you support the construction of treatments to restrict or deter through traffic using Gordon and Moore Streets:							
- by the installation of half road closures such as Option 1A ?	18	2	1	6	10	75	112
- by the installation of entry thresholds such as Option 1B ?	7	9	5	5	11	75	112
3. Do you support the construction of treatments to reduce traffic speeds along Gordon and Moore Streets:							
- by the installation of mid-block single lane slow points such as Option 2A ?	9	7	3	8	9	76	112
- by the installation of mid-block single lane angled slow points such as Option 2B ?	11	7	0	9	11	74	112
- by the installation of speed humps such as Option 2C ?	9	6	4	6	13	74	112

As funding has been allocated to commence stage 1 of the traffic calming works and due to the above results being inconclusive, further consultation was undertaken in the form of another opinion survey.

Letters and forms were sent in December 2008 to all owners and occupiers of properties abutting these streets and to the emergency service authorities. Included were plans of new options and information explaining the effectiveness and other issues associated with each option and the process by which these options were developed. This information was also placed on Council's website and advertised in The Express.

These letters also advised that of the new options, Option 3 was Latrobe City Council's recommended treatment for the area, based upon the previous consultation undertaken, the effectiveness of the proposed traffic calming treatments, the net resultant effect on the amenity of the area and previous experience of the use of these devices.

Property owners and occupiers were clearly advised in the letter and the feedback form that if no response was received it would be interpreted as an indication of support for the recommended option, Option 3.

A summary of the responses received is shown below:

	strongly agree	agree	neutral	disagree	strongly disagree	No response	TOTAL For/Against	
Option 1 - Road humps at several locations along Gordon, Moore, Anderson and Church Streets	13	3	22	4	27		16	31
Option 2 - Road humps at several locations along Gordon, Moore, Anderson and Church Streets and half road closures at each end of Gordon and Moore Streets	6	3	19	5	36		9	41
Option 3 - Road humps at several locations along Gordon and Moore Street with kerb extensions to narrow the road and road humps at two locations along Anderson Street and at one location in Church Street (RECOMMENDED OPTION)	18	9	8	3	31	48	75*	34

* Including the 48 who did not respond

A majority have indicated a preference for the recommended option, Option 3. A response from the Victoria Police (Latrobe TMU) indicated strong support for Option 3, the response from Victoria Police (Traralgon) supported the need to take action along these streets but did not favour any particular option and the Traralgon Fire Brigade provided a neutral response to all options.

Also received in response to this consultation was a letter jointly signed by residents representing 29 properties within the area, suggesting that a solution to the traffic issues in Gordon Street and Moore Street is the construction of an additional bridge across the Traralgon Creek down stream from the Franklin Street Bridge.

Of the 29 properties represented on the joint letter, 11 individually responded to Council's survey, with five of these indicating support for Option 3 and four also indicating support for Option 1. The 18 properties in the joint letter from which no individual survey response was received, are represented in the summary table of responses above as if they had returned a "strongly disagree" response for both options 1 and 3.

Following the deferral of consideration of this report at the 16 March 2009 Council Meeting, the Ward Councillor has held further discussions with several residents of the area to provide an explanation of the process and the reasons behind the recommendations for the proposed traffic calming treatment.

7. OPTIONS

Council's options on the matters raised in this report include:

- Not proceed with any works and re-allocate the funds to other projects; or
- Implement the recommended Option 3 works to improve traffic safety in the area.

8. CONCLUSION

Significant consultation has been undertaken on this matter. On each occasion the residents have indicated they want Council to take action to improve safety and amenity in the area by reducing vehicle speeds and through traffic volumes.

The option of providing a new road crossing over the Traralgon Creek north of Franklin Street to provide for traffic movement between the estates to the east of Franklin Street and the schools to the west of Stockdale Road, is currently not warranted and is not economic in the short term. Another option to reduce through traffic using Gordon Street and Moore Street by the introduction of half road closures, did not gain support from the residents due to likely adverse effects on surrounding streets and the loss of local amenity.

Treatment options for traffic calming along the streets in the area such as roundabouts and slow points require greater road widths than those in this area, can adversely affect on-street parking and property access and are in-appropriate for use where traffic volumes are above prescribed limits. Resident support for the installation of slow points (chicanes) was also almost equally divided for and against.

In view of the support received from a majority of the residents it is recommended that Council should now approve the installation of road humps and road narrowings, as shown as Option 3 on the attached plan, as the means to improve road safety and local amenity in this area.

9. RECOMMENDATION

1. That Council approves the traffic calming scheme proposed for the Traralgon area north of Grey Street between Franklin Street and Breed Street as shown on the attached Option 3 plan, of road humps and road narrowings at four locations along Gordon Street and four locations along Moore Street and the construction of road humps at two locations along Anderson Street and at one location in Church Street.
2. That Council approves the construction of the following works from the allocation in the 2008/09 Capital Works program:
 - road humps at all eleven locations within the area (four in Gordon Street, four in Moore Street, two in Anderson Street and one in Church Street); and
 - road narrowings at the two locations in Gordon Street between Franklin Street and Church Street.
3. That the construction of road narrowings at the remaining two proposed locations in Gordon Street and four proposed locations in Moore Street be referred to the Capital Works Program for further consideration.
4. That Council advises the owners and occupiers of the streets in the area north of Grey Street, Traralgon between Franklin Street and Breed Street and also the Traralgon Urban Fire Brigade, Rural Ambulance Victoria, Victoria Police (Traralgon) and Victoria Police (Latrobe Traffic Management Unit) of Council's decision in relation to the construction of traffic calming works along Gordon Street, Moore Street, Church Street and Anderson Street, Traralgon including a full explanation of the reasons for Council's decision.

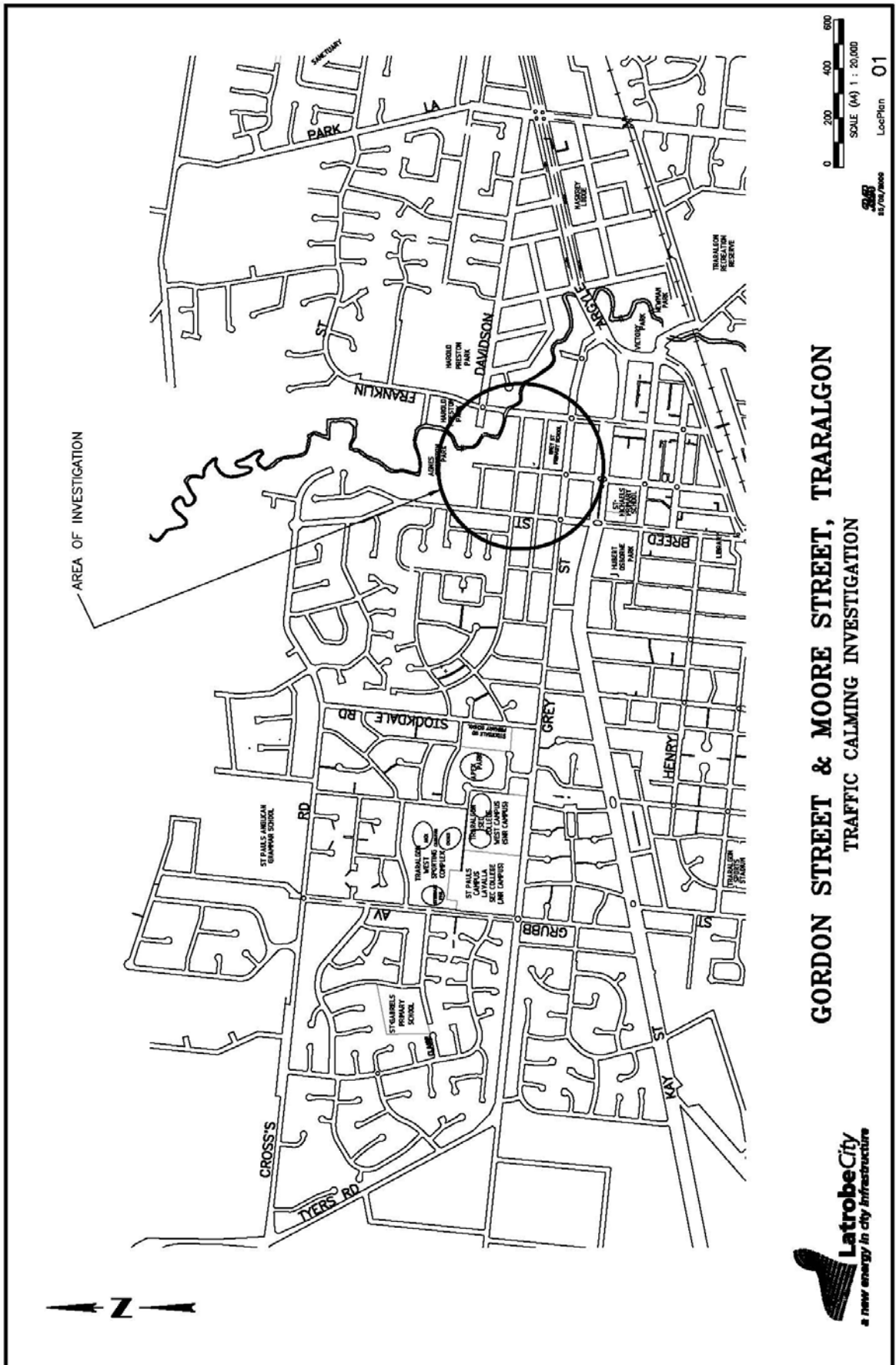
Moved: Cr O'Callaghan

Seconded: Cr Vermeulen

That the Recommendation be adopted.

CARRIED

ATTACHMENT



GORDON STREET & MOORE STREET, TRARALGON
TRAFFIC CALMING INVESTIGATION



SCALE (M) 1 : 20,000
 LocPlan 01
 15/04/2009



**GORDON & MOORE STREETS, TRARALGON
(FROM FRANKLIN ST. TO BREED ST.)
TRAFFIC MANAGEMENT MEETING**

NOTES FROM MEETING HELD IN THE
FUNCTION ROOM AT THE CIVIC CENTRE,
KAY STREET, TRARALGON
TUESDAY, 30 AUGUST 2005

Meeting started: 7:05 PM

In attendance: Ray Bright (Latrobe City Traffic Planner) and 20 residents

APOLOGIES: Councillor Sheridan Bond, Robert & Ann Ashworth, Teresa Pugliese, Desmond & Linda Dalton

Ray opened the meeting by welcoming all those attending and apologising for Councillor Bond's absence due to a meeting in Melbourne. Ray then explained that the purpose of the meeting was to discuss concerns raised about traffic issues in Gordon and Moore Streets east of Breed Street. A separate meeting is to be held with the residents of Gordon Street west of Breed Street.

Those attending were informed of the background of the concerns raised about the speed and the volume of vehicles using Gordon and Moore Streets and the results of the traffic investigation carried out by the City. Ray made reference to how these types of investigations are conducted including traffic volume and speed counts, accident data and on-site observations. This data is then compared to accepted standards for streets of that classification type.

A plan was presented to the meeting that detailed the traffic volumes and average speeds of traffic using Gordon and Moore Streets. The result of the investigation is that Council believe that there is a problem in these streets that needs to be addressed. Vehicle speeds and traffic volumes are excessive in Gordon Street and vehicle speeds are too fast in Moore Street. Many drivers use Gordon Street as a "rat-run" between the estates to the east of Franklin Street and the schools to the west of Stockdale Road. The alternate route along Franklin Street/Grey Street/Stockdale Road has significant delays at the major intersections and Gordon Street currently offers a more attractive route.

Discussion of the issues followed with residents advising that the problems are most noticeable between 8:00 and 9:30 AM. Other factors also discussed included the increase in traffic volumes along Breed Street particularly on Saturday mornings, the lack of a road to the north of Grey Street connecting directly from Cross's Road across the Traralgon Creek to the eastern end of

GORDON & MOORE STREETS TRAFFIC MANAGEMENT – NOTES FROM MEETING 30/08/2005

Traralgon, parking enforcement issues in Moore Street and the number of accidents occurring at Breed/Gordon and in Franklin at Gordon and Moore. There was general agreement that there are traffic issues in these streets that need to be resolved.

Options for treating these issues by removing the traffic and/or by slowing all vehicles were then discussed. Suggestions included a new road connection from Cross's Road to Franklin Street (already being planned by the City), road closures to prevent traffic entering the street, and speed humps and slow points to reduce vehicle speeds. The meeting was advised that roundabouts in Breed Street or in Franklin Street were not a realistic option as this would make access into and out of Moore and Gordon easier for through traffic and there was not sufficient width in Breed Street without acquiring adjacent property. Those at the meeting were also advised that traffic needed to be managed in both streets as works in one street alone would shift the problems to the other street.

It was suggested that plans be drawn up of the streets so that the resident could appreciate how the various traffic management treatments might appear.

Ray advised those attending that following the preparation of plans of options for these streets, information would be sent to all residents of these sections of Gordon and Moore Streets seeking comment and opinions to a number of options. This advice would then be provided to the Council for a decision regarding action to be taken.

MEETING CLOSED ABOUT 8:45 PM.

INITIAL OPTIONS**GORDON & MOORE STREETS, TRARALGON
(FROM FRANKLIN ST. TO BREED ST.)****EXPLANATION OF PROPOSED TRAFFIC MANAGEMENT OPTIONS**THRESHOLD TREATMENTS

Proposed options for treatment of each end of Gordon Street and Moore Street at the intersections with Breed Street and with Franklin Street

Option 1A – half road closures in Gordon Street and Moore Street at the intersections with Breed Street and at Franklin Street. Closures in Gordon Street allow vehicles only to exit from Gordon Street onto Breed Street or onto Franklin Street. Closures in Moore Street allow vehicles to enter from Breed Street and Franklin Street but not exit into those streets. The result is that vehicles cannot enter at one end and leave at the other end of the same street and would result in a substantial decrease in through traffic. This option would require Gordon Street residents to enter the area via Moore Street, Anderson Street or Church Street and for Moore street traffic to leave via Gordon Street, Anderson Street or Church Street.

Option 1B – entry thresholds in Gordon Street and Moore Street at the intersections with Breed Street and at Franklin Street. Entry to the street is narrowed to 5 metres in width and is constructed with a tactile pavement such as pavers or patterned concrete.

MID-BLOCK TREATMENTS

Mid-block treatments are generally designed to reduce vehicle speeds at the device and are located at specific regular intervals to ensure that vehicle speeds between the devices generally do not exceed acceptable levels.

Option 2A – mid-block single lane slow points. Road width is narrowed to 3 metres and can be combined with a tactile road pavement (eg. pavers or patterned concrete) or with speed humps to more effectively reduce speeds. Road is narrowed to one lane width requiring vehicles to give way to on-coming traffic.

Option 2B – mid-block single lane angled slow points. Road width through the slow point is narrowed to 3 metres, ie. one lane width, requiring vehicles to give way to on-coming traffic.

Option 2C – speed humps. Most effective means of reducing vehicle speeds but can create noise issues for adjacent residents.

INITIAL OPTIONS



GORDON & MOORE STREETS, TRARALGON
PROPOSED TRAFFIC MANAGEMENT

- OPTION 1A - proposed half road closures at
Bread Street and Franklin Street
- OPTION 2A - mid-block single lane road narrowings



SHEET NO. 1 OF 3
SCALE (A4) : 3000
26/11/2005

INITIAL OPTIONS



GORDON & MOORE STREETS, TRARALGON
PROPOSED TRAFFIC MANAGEMENT



OPTION 1B - proposed entry thresholds at
Bred Street and Franklin Street
OPTION 2B - mid-black single lane angled slow points

SCALE (A3) 1 : 2000
20/11/2005

SHEET NO. 2 OF 3

INITIAL OPTIONS



GORDON & MOORE STREETS, TRARALGON
PROPOSED TRAFFIC MANAGEMENT

OPTION 2C - speed humps (can be combined with road narrowings)



SHEET NO. 3 OF 3
SCALE (A4) 1 : 2000
26/11/2005

**CURRENT
OPTIONS****GORDON STREET & MOORE STREET,
TRARALGON****TRAFFIC CALMING OPTIONS FROM FRANKLIN STREET TO BREED STREET**

It was agreed at a public meeting that action should be undertaken by Latrobe City Council to reduce the inappropriate vehicle speeds and excessive traffic volumes along both Gordon Street and Moore Street in the area between Breed Street and Franklin Street.

To address these issues, a number of new options have been developed as discussed below. In proposing these new options, the following general considerations applied to the selection of traffic calming devices for use:

- Effects on other streets – it is agreed that any works along Gordon and Moore Streets will result in the diversion of traffic along both Anderson Street and Church Street. It is therefore proposed that traffic calming works should also be undertaken along Anderson Street and that part of Church Street between Breed Street and Gordon Street.
- The spacing of the devices – the proposed devices should be no more than 100 to 120 metres apart to achieve required target vehicle speeds.
- The location of existing intersections - some devices such as road humps, cushions, slow points and centre blisters are mid-block treatments and cannot be installed within intersections. The spacing of the intersections of Gordon Street and Moore Street with Breed Street, Church Street and Franklin Street does not allow the sole use of intersection treatments only along these streets. The length between the intersections is more than the 100 to 120 metres as required above and excessive vehicle speeds would still occur between the intersections.
- Maintaining property access - the layout of some devices is such that they could not be used or were difficult to locate without unduly restricting access to adjacent property. Centre blisters and angled slow points were not considered for this reason.
- Bus routes – as a general rule buses must be able to negotiate all traffic calming devices situated on bus routes and on access routes to schools. The agreement of the bus operator is required to the use of any proposed traffic calming devices. Modification of some devices such as angled slow points, to permit the passage of buses can significantly reduce the affect of the device preventing their use along a bus route. As none of these streets is part of a bus route, no consideration for buses needed to be made when choosing the type of traffic calming devices to be used.

GORDON & MOORE STREETS EAST – TRAFFIC CALMING OPTIONS

- 2 -

- Existing street widths – some devices require a minimum width of road pavement to be effective, for example to provide for adequate vehicle path deflection through an angled slow point. Other devices such as at roundabouts require a minimum road area to provide for all vehicles movements. In many local areas, this road area is not available without encroaching significantly into adjacent properties.

Option 1 – Road Humps

The installation of road humps at four locations along Gordon Street, four locations along Moore Street, two locations along Anderson Street and at one location in Church Street north of Gordon Street, generally as shown on the attached plan. Road humps are normally constructed of asphalt.

Effectiveness

When installed at the correct spacings road humps are an effective vehicle speed control device for most vehicles.

Road humps would discourage 'through' traffic from using the streets in the area by reducing vehicle speeds along the street and therefore increasing the time taken to travel through the area.

Other effects

Road humps can result in an increase in traffic noise for local residents due to vehicles braking and accelerating, in addition to goods moving within the cabins or trays of larger vehicles as they go over the humps.

Road humps may also affect access by emergency vehicles.

Option 2 – Road Humps & Half Road Closures

The installation of road humps at four locations along Gordon Street, four locations along Moore Street, two locations along Anderson Street and at one location in Church Street north of Gordon Street, generally as shown on the attached plan. Road humps are normally constructed of asphalt.

Half road closures would also be installed at each end of Gordon Street and Moore Street at the intersections with Breed Street and at Franklin Street. Closures in Gordon Street would only allow vehicles to exit from Gordon Street onto Breed Street or onto Franklin Street. Closures in Moore Street would only allow vehicles to enter from Breed Street and Franklin Street but not exit into those streets.

The half road closures would be concrete kerbed and landscape planted.

Effectiveness

When installed at the correct spacings road humps are an effective vehicle speed control device for most vehicles.

GORDON & MOORE STREETS EAST – TRAFFIC CALMING OPTIONS

- 3 -

The half road closures would discourage 'through' traffic from using the streets in the area by increasing the length of vehicle travel paths through the area. Vehicles could enter the area by one street but would have to travel along another street to leave the area. The result is that vehicles cannot enter at one end and leave at the other end of the same street and would result in a substantial decrease in through traffic.

Other effects

Road humps can result in an increase in traffic noise for local residents due to vehicles braking and accelerating, in addition to goods moving within the cabins or trays of larger vehicles as they go over the humps.

The half road closures would require Gordon Street residents to enter the area via Moore Street, Anderson Street or Church Street and for Moore Street traffic to leave via Gordon Street, Anderson Street or Church Street. This would also result in more traffic using Church Street and Anderson Street than at present.

These devices may also affect access by emergency vehicles.

Option 3 – Road Humps & Kerb Extensions

The installation of road cushions at four locations along Gordon Street, four locations along Moore Street, two locations along Anderson Street and at one location in Church Street north of Gordon Street, generally as shown on the attached plan. The road humps in Gordon and Moore Streets would be constructed with kerb extensions to reduce the road pavement width to five metres.

Road humps are normally constructed of asphalt. The kerb extensions would be concrete kerbed and either concrete paved or landscape planted depending upon drainage conditions

Effectiveness

When installed at the correct spacings road humps when combined with the narrower road pavement, are more effective at controlling the speeds of most vehicles.

Road humps would discourage 'through' traffic from using the streets in the area by reducing vehicle speeds along the street and therefore increasing the time taken to travel through the area.

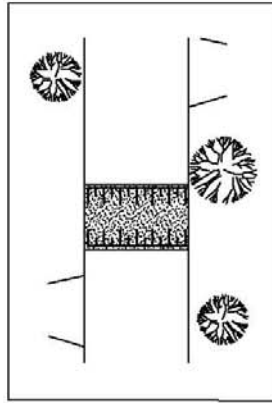
Other effects

Road humps can result in an increase in traffic noise for local residents due to vehicles braking and accelerating, in addition to goods moving within the cabins or trays of larger vehicles as they go over the humps.

There would also be a loss of on-street parking adjacent to these devices.

Road humps may also affect access by emergency vehicles.

CURRENT OPTIONS



ROAD HUMPS



OPTION 1

- road humps at four locations along Gordon Street,
- four locations along Moore Street, two locations
- along Anderson Street and at one location in
- Church Street

GORDON ST & MOORE ST, TRARALGON

TRAFFIC MANAGEMENT INVESTIGATION

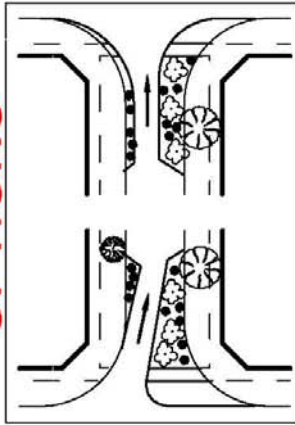
- EAST OF BREED STREET



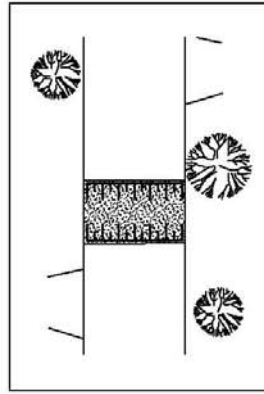
SCALE (A4) 1 : 3000
05/12/2008

SHEET NO. 1 OF 2

**CURRENT
OPTIONS**



HALF ROAD CLOSURES



ROAD HUMPS



OPTION 2

- half road closures at each end of Gordon and Moore Streets
- road humps at four locations along Gordon Street, four locations along Moore Street, two locations along Anderson Street and at one location in Church Street

**GORDON ST & MOORE ST, TRARALGON
TRAFFIC MANAGEMENT INVESTIGATION
— EAST OF BREED STREET**

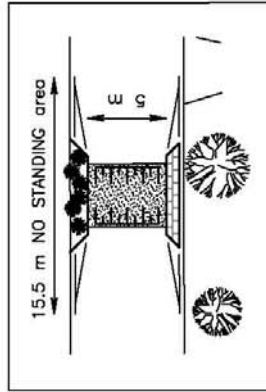


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09/12/2008

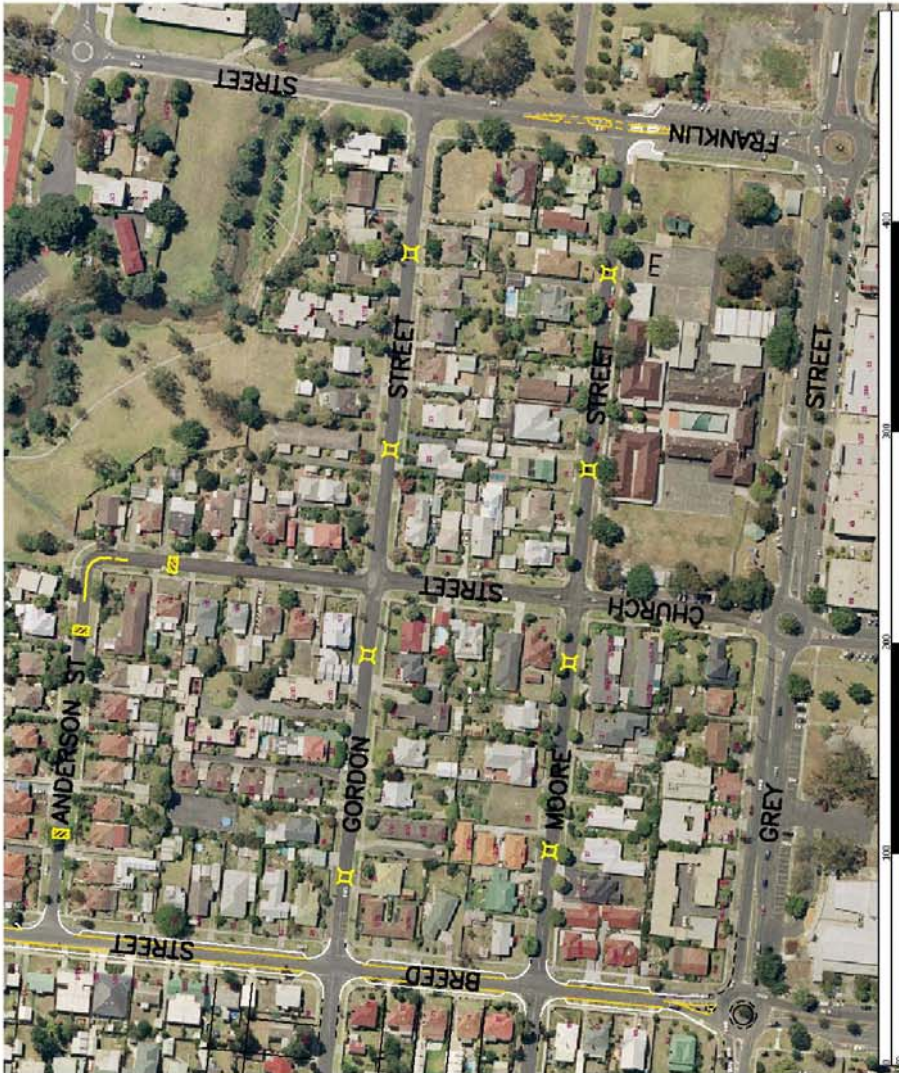
SHEET NO. 2 OF 2

3008

CURRENT OPTIONS



ROAD HUMPS WITH KERB EXTENSIONS



OPTION 3

- road humps at four locations along Gordon Street and four locations along Moore Street all with kerb extensions to narrow the road
- road humps at two locations along Anderson Street and at one location in Church Street

GORDON ST & MOORE ST, TRARALGON
 TRAFFIC MANAGEMENT INVESTIGATION
 — EAST OF BREED STREET



SCALE (A) 1 : 3000
 05/12/2008
 SHEET NO. 3 OF 3

COPY

Paul Gardiner
25 Gordon Street
Traralgon VIC

Latrobe City Traffic Planning
Attn: Ray Bright.
Your ref: DW161606

RE: TRAFFIC CALMING OPTIONS – EASTERN END OF GORDON & MOORE STREETS TRARALGON.

Dear Mr Bright,

Firstly, thank you for addressing the traffic issue in this area. I'd like to offer my apologies for not attending the public meetings and providing my input previously as I've been working away for some time and was unaware that this issue was being addressed.

My home is in Gordon Street on the block closest to Franklin Street.

I don't tend to find speeding a problem but the volume of traffic is often a concern, having said that I must also say that the prospect of having any of the proposed traffic calming measures installed is a much greater concern.

As a resident I would naturally like this street to be a pleasant place to live and to have convenient access. Road humps and restrictors of any sort that discourage the use of Gordon Street would naturally also increase the inconvenience for the residents.

It goes without saying that through traffic uses Gordon and Moore streets instead of a heavily congested Grey Street simply because it is more expedient to do so and they will continue to do so until it is more convenient to use a different route.

I would like to see a solution that increases the convenience of using other routes rather than decreasing the convenience of using Gordon or Moore streets. It seems to me to be contradictory that the measures being proposed to reduce the inconvenience upon residents actually increase the inconvenience of using these streets.

Additionally, surely the proposed traffic calming proposals would only increase the congestion on Grey Street, particularly the roundabout at the Franklin street intersection.

It seems to me, and to many people I've spoken to, that what is needed to effectively address many of these traffic problems is an additional bridge across Traralgon Creek down stream from the Franklin Street Bridge, a proposal unaddressed by the documentation distributed by Latrobe City.

If I could ask you to refer to the enclosed image - it's obvious that apart from avoiding the Grey Street congestion, people in the new areas shown by the red square will use Gordon or Moore streets to access the nearest creek crossing at Franklin Street. I do it myself!

Perhaps I'm naïve when it comes to these situations but it seems very clear to me that the solution to traffic congestion is to increase the roads infrastructure not to install traffic restrictions which will introduce a nuisance to the residents and unquestionably increase traffic congestion even further!

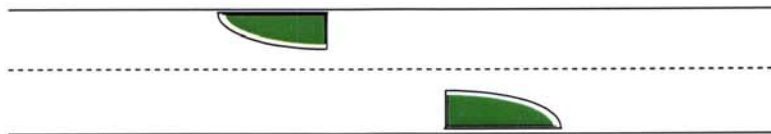
An additional creek crossing would greatly reduce the volume of traffic trying to pass through the Gordon/Moore streets area and, in my opinion, eliminate the need for unwelcome traffic calming measures in my street. Which I absolutely do not want installed near my home.

I do not want the noise of vehicles passing over these humps outside of my home 24 hours a day and I do not want to have to be inconvenienced by them every time I come and go from my home. Seriously, I would rather put up with the through traffic.

I know an additional crossing is an expensive option but as the town expands a new crossing will become inevitable. And the thought of having to listen to, and deal with a street full of humps everyday is quite unacceptable.

Traralgon is expanding and the arterial roadways need to expand accordingly.

If temporary traffic calming measures are deemed necessary to be incorporated in the interim (while a new crossing is being constructed) then I would suggest installing restrictors of the following nature:-



These temporary chicanes could be cheaply constructed using precast concrete kerb sections attached to the existing road surface and filled with earth and low shrubs or similar. This would restrict traffic, discourage speeding and be able to be cheaply and easily removed once the additional creek crossing is built.



(Example images)

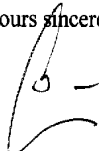
From talking to some of my neighbours I got the very strong impression that I wasn't alone in my thoughts regarding the installation of the proposed traffic calming measures. I decided from those conversations to take a petition from door to door to further gauge the opinion of the residents affected by the proposals.

I enclose the results of that exercise. I would like to point out that I went up and down Anderson, Gordon and Moore streets once only, and therefore didn't catch all the residents at home. The response was overwhelmingly against speed humps, some responses were surprisingly fervent in their opposition. Only two people I talked to were in favour of humps and only one of those actually lived in the affected streets. I have outlined the properties represented by signatories of the petition on an image of the area for your convenience.

One last question - does Latrobe City have plans for the additional creek crossing in the near future? From looking at the aerial photograph it's hard to see where provision for the necessary high volume road access has been taken into account.

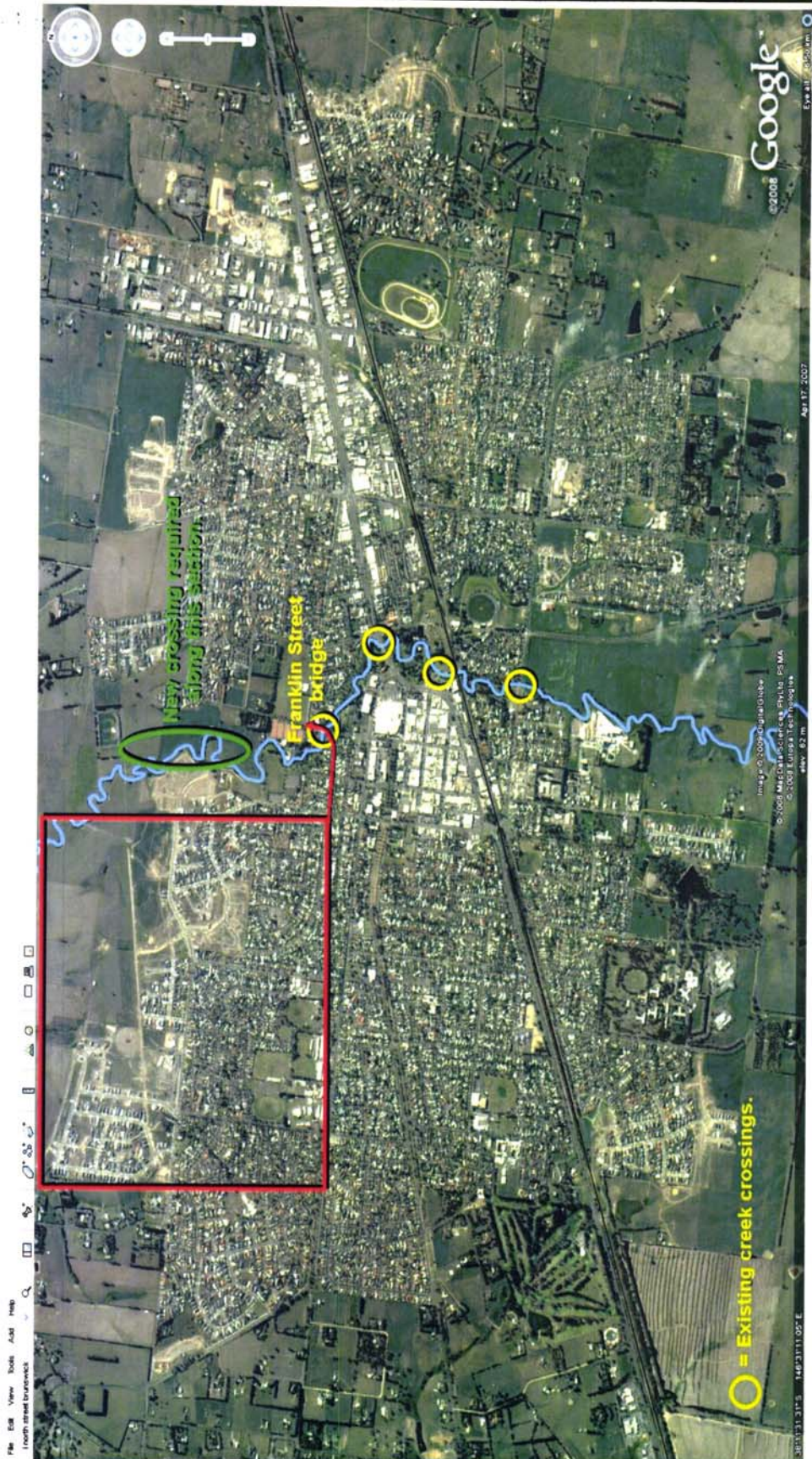
Again, thank you for your time and efforts in working towards an agreeable resolution to this issue.

Yours sincerely



Paul Gardiner

Cc **Councillor Kellie O'Callaghan** BURNET WARD
Latrobe Valley Express.



January 2009.

To: Latrobe City.

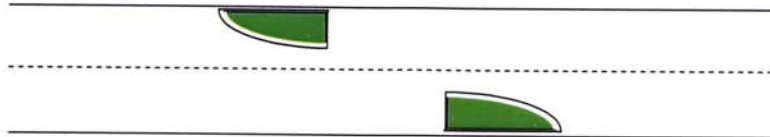
RE: TRAFFIC CALMING OPTIONS – EASTERN END OF GORDON & MOORE STREETS
TRARALGON.

We the undersigned, residents of the streets affected by the proposed traffic calming works for Anderson and the eastern end of Gordon and Moore streets, respectfully petition the Latrobe City **NOT** to install road humps or cushions on the above mentioned streets.

We regard the installation of humps and/or cushions as being an unwelcome nuisance both in terms of the access to our homes, parking restrictions and in the noise they will generate as vehicles slow down to approach, pass over and accelerate past them.

If temporary traffic calming measures are deemed necessary to be incorporated we request instead that temporary chicanes be installed to reduce these streets to single lanes at regular intervals to discourage through traffic and speeding vehicles.

We request the installation of traffic restrictors of the following nature:-





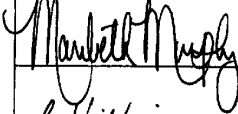

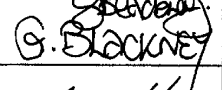
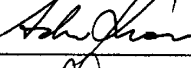
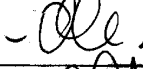


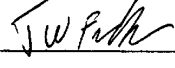

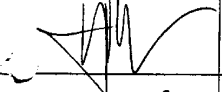



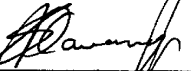
These temporary chicanes could be cheaply constructed using precast concrete kerb sections attached to the existing road surface and filled with earth and low shrubs or similar. This would restrict traffic, discourage speeding and be able to be cheaply and easily removed when they are no longer required, for instance - once an additional bridge/crossing is built over the Traralgon Creek, downstream of the existing Franklin street bridge.

The following images are examples of the chicane traffic calming measures this petition refers to:-

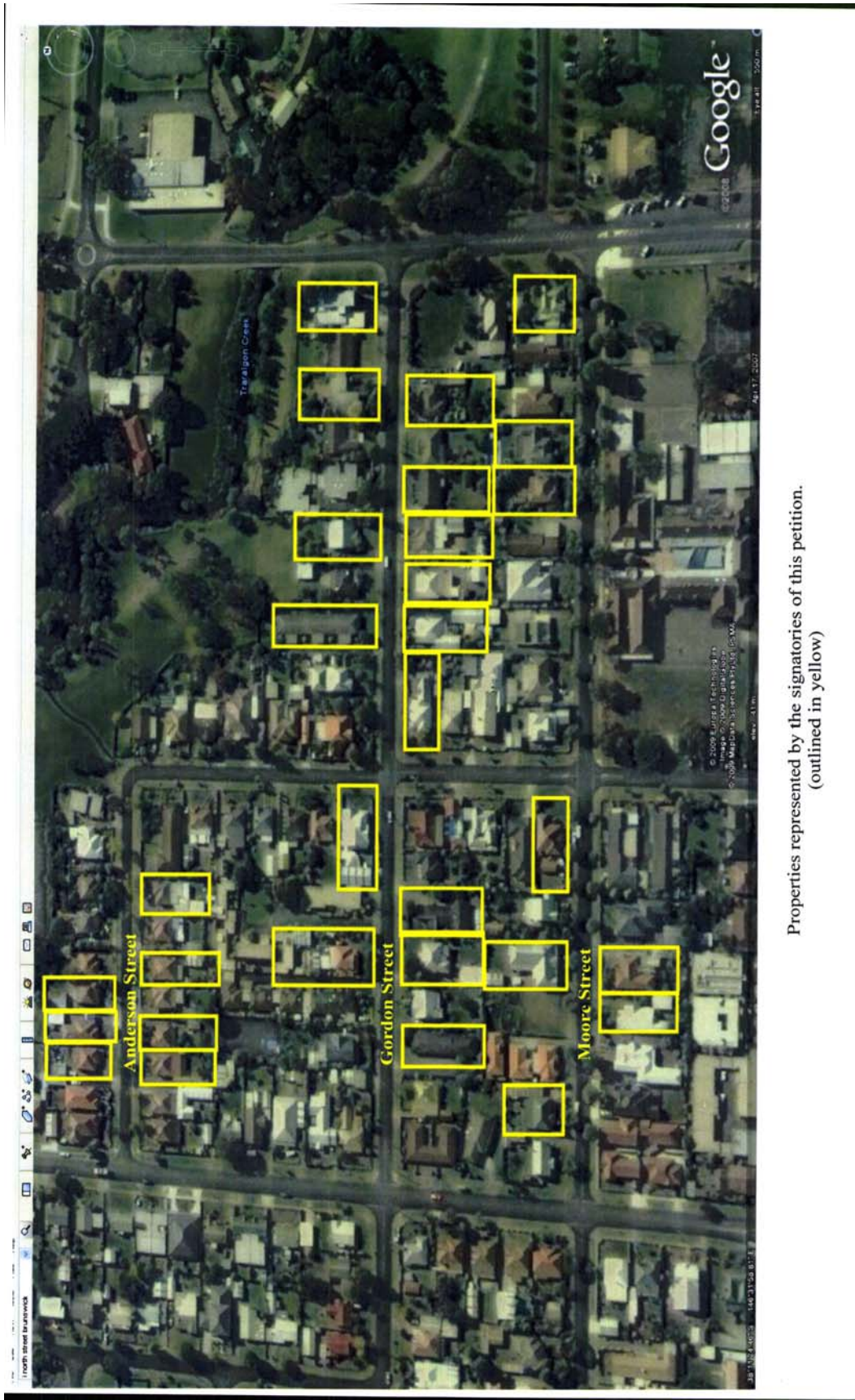


We find that chicanes are formed naturally when cars are parked in our streets, and observe that these demonstrate the effectiveness and value of such traffic calming devices being installed in the above mentioned manner. We are confident that the 'hoon' factor can be addressed through appropriate chicane design and construction.

Cc **Councillor Kellie O'Callaghan** BURNET WARD

Signature	Name	Address
	Paul Gardiner	25 Golden St.
	LAURENCE MURPHY	90 CHURCH ST T'GON
	Maribeth Murphy	90 Church St. T'gon
	3 Gordon St	Edith Hilkins
	G. BLACKNEY	6 GORDON ST T'GON
	ANDREW KNORR	19 GORDON ST TRARALGON
	ALAN MASTERS	20 GORDON ST TRARALGON
	JEFF WHITE	21 GORDON ST TRARALGON
	Margaret Stockdale	23 Gordon St. Traralgon
	JOHN FRANKEN	24 GORDON ST T'GON
	GARRY WRIGHT	" "
	Georgie McCulloch	93 Church St T'gon
	A. GILLARD	32 GORDON ST T'GON
	B STRATTON	1 SOMER PL TRARALGON
	K. SCANDRETT	2/33 Gordon St Traralgon.
	S. Cavanagh	29 Gordon st, Traralgon

Signature	Name	Address
	LORI DEERING	27A Gordon St
	ALLAN P DAY	5 ANDERSON ST T/Gen
	HAROLD M. PHERSON	9 ANDERSON ST T/G.
	CRAIG SHAWHAN	13 ANDERSON ST T/GEN
	Babu. P. L.	12, ANDERSON ST.
	AARON MARSH	15. ANDERSON ST.
	SHARNADEI MARSH	15 Anderson st.
	JUDE MARSH	15 Anderson st
	Marika Brown	16 Anderson st T/gen
	Mark Brown	#VERY OPPOSED 16 Anderson st T/gen
	Jordan Brown	16 Anderson st T/gen
	Isaac Brown	16 Anderson st T/gen
	Gary Davis	14 Anderson St T/gen.
	Sue Davis	14 Anderson st Transgen
	Bill Filipe	2 Gordon St Transgen
	Leanne Filipe	2 Gordon St T/gen.



Properties represented by the signatories of this petition.
(outlined in yellow)

ADDITIONAL SUBMISSION

Paul & Georgina McCulloch
93 Church Street
TRARALGON VIC 3844

4 May 2009

Latrobe City Council
PO Box 264
MORWELL VIC 3840

Dear Sir/Madam

RE: TRAFFIC MANAGEMENT - SPEED HUMPS IN GORDON STREET, TRARALGON

I would like to formally object with what appears to be the final decision regarding the installation of speed humps in Gordon Street, Traralgon.

Whilst I am aware that traffic management is required in this street and support Council's decision to decrease traffic flow (our preferred option was Option 2 which included speed humps and part road closure), my objection is the position of the speed humps outside our house which I find unfair and inappropriate. I have 3 bedrooms on the south side facing Gordon Street. The bedroom walls to our boundary are only 2 meters, and to the edge of the kerb is 5.8 meters. I believe if further investigations were carried out you would find that our home is the only house with bedrooms that close to the road.

My objection is that these speed humps outside our bedroom windows will be an unfair noise hazard for our family especially at night time, and with two young children aged 6 and 1, I hope you can appreciate our concern. Although the speed humps deter some traffic it won't deter it all. It is common knowledge that the use of speed humps will create a noise hazard.

My proposal is that the speed humps outside our bedrooms be moved further to the west where there are several properties that are set well back from the road.

I am willing to meet with Council Officers to discuss this matter further and can be contacted on 0428 542 666. Your earliest attention to this matter would be greatly appreciated.

Yours sincerely

PAUL MCCULLOCH

ECONOMIC SUSTAINABILITY

11.2.1 LATROBE REGIONAL AIRPORT MARCH 2009 REPORT

AUTHOR: General Manager Economic Sustainability
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to provide Council with information on the operations of the Latrobe Regional Airport for the quarter ended 31 March 2009.

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

*Latrobe 2021**Strategic Objective - Sustainability*

To promote the responsible and sustainable care of our diverse built and natural environment for the use and enjoyment of the people who make up the vibrant community of the Latrobe Valley. To provide leadership and to facilitate a well connected, interactive economic environment in which to do business.

Community Outcome - Economic Sustainability

By providing leadership and facilitating a vibrant and dynamic environment in which to do business.

Strategic Action

Promote and support the development of existing and new industry, and infrastructure to enhance the social and economic well being of the Valley.

Council Plan 2008-2012

Continue implementation of the Airpark Masterplan and continue leasing industrial allotments at the Latrobe Regional Airpark.

Strategy/Plans

This report is consistent with Council's adopted Economic Development Strategy (2007). This strategy outlines the key economic development actions that will be undertaken to underpin economic development, build business and community relationships, increase public and private sector investment and increase employment levels.

Legislative Framework

The Latrobe Regional Airport is wholly owned by the Latrobe City Council and operates under the management of the Latrobe Regional Airport Board. Under Section 4 (b) of the Deed of Delegation from Latrobe City Council, to the Latrobe Regional Airport Board, a progress report is to be provided to Council quarterly and annually.

3. BACKGROUND

The report provides information in relation to the performance of the Latrobe Regional Airport Board against plans and targets identified in the budget, the business plan and Airport Masterplan.

4. ISSUES

The significant activities undertaken during the March 2009 quarter are outlined below.

Airport Masterplan Review

The Airport Masterplan review is on track for adoption by the Latrobe Regional Airport Board during May 2009. The review of the Masterplan will enable the Latrobe Regional Airport Board to manage and develop its airport infrastructure in a manner that is commensurate with the expected growth of the city and aviation over the next twenty years.

The key objectives of the review are to:

1. Provide for a twenty year planning horizon; that will guide future development and associated investment at the airport; and
2. Prepare a planning framework within the Latrobe City Planning Scheme that will achieve identified objectives of the Masterplan.

During the March quarter, the draft strategic context section within the Masterplan was completed and presented to the Board.

The strategic planning consultation activities were to have taken place during the March quarter but have been delayed until April. The consultants, Aurecon Group (formerly Connell Wagner) will present the Masterplan to the Latrobe Regional Airport Board for consideration in mid May 2009.

Construction Works - Airport Upgrade

The Latrobe Regional Airport construction works program for the 2008/2009 year is now complete. This \$1 million upgrade project was jointly funded by the Victorian Government through the Regional Infrastructure Development Fund and Latrobe City Council. The objectives of the upgrade project are to facilitate:

1. the delivery of infrastructure and infrastructure services at the Latrobe Regional Airport;
2. an increase in local employment;
3. further diversification of the local and regional economy;
4. improved supply chain outcomes; and,
5. further improvements to the safety and operation of the airport.

The components of the upgrade project are outlined in the table. These works will enable the Board to market the commercial airpark, having fully serviced land available, and increase annual income streams from this and from the private hangar precinct lots which are all leased or under offer. The fully sealed main apron and the re-location of the emergency access will improve the safety of operations, particularly those servicing patient transfer to and from Royal Flying Doctor Service aircraft.

Works	\$ Value
Commercial/Industrial airpark taxi lanes and services	\$329,000
New access road to Gippsland Aeronautics	\$100,000
New taxi lanes and improved services to the private hangar precinct to accommodate 18 additional sites	\$364,500
Changed emergency access road and construction of main apron extension	\$185,000
Servicing of the four lot eastern commercial precinct	\$21,500
Total	\$1,000,000

Airport 50th Anniversary

During the March quarter, preparations continued for the planning for the 50th anniversary of the Latrobe Regional Airport in its present location. To celebrate this milestone, a fly in and air show will be held on the weekend of 16 and 17 May 2009.

The Airport's 50th Anniversary coincides with the 60th anniversary of the Latrobe Valley Aero Club (the original operators of the airport) and the 25th anniversary of Gippsland Aeronautics. It is planned to have the histories of the Aero Club and Gippsland Aeronautics on display over the anniversary weekend.

Marketing Activities

During the March quarter the Latrobe Regional Airport exhibited at the Avalon Air Show in association with Gippsland Aeronautics and over a two day period made contact with various companies and agencies which led to six follow up opportunities. The Latrobe Regional Airport was also featured in Aviation Trader which advertised the serviced aviation related sites that are currently available. This advertisement has led to two enquiries which are likely to lead to additional tenants and increased employment on the Airport land.

5. FINANCIAL AND RESOURCES IMPLICATIONS

The Airport is operating within its 2008/09 budget allocation of \$466,000 as detailed in the finance report attached.

6. INTERNAL/EXTERNAL CONSULTATION

Nil

7. OPTIONS

Council may choose to:

1. Accept the Latrobe Regional Airport Board quarterly report update; or
2. Reject the Latrobe Regional Airport Board quarterly update.

8. CONCLUSION

The 2008/09 year is progressing on track and within budget to date. The Airport capital works program for 2008/09 funded jointly by the Latrobe City Council and the Regional Infrastructure Development Fund is now complete.

9. **RECOMMENDATION**

That Council notes the report on Airport Operations for the quarter ended 31 March 2009.

Moved: Cr Middlemiss

Seconded: Cr Lougheed

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

ATTACHMENT

Monthly Operating Report

LATROBE REGIONAL AIRPORT Division

Month: March 2009 Results

**Comment on Year to Date Result**

The overall minor YTD variance is operating mainly due to the airport masterplan consultancy which was budgeted for in February but will be now be paid later in the financial year. The additional cost of \$62,943 associated with the Airpark is being funded from the Airport Internal Reserve Fund.

Comment of Full Year Forecast

At this stage there is no overall variance to the Mid Year Budget anticipated for 2008/09 for operating and the additional capital expenditure of \$62,943 will be fully funded from the Airport Internal Reserve Fund.

	Year to Date			Full Year Forecast		
	Actual	Mid Year Budget	Variance (Fav)/Unfav	Forecast	Mid Year Budget	Variance (Fav)/Unfav
Net Results by Cost Centre						
Latrobe Regional Airport Management	105,840	131,339	(25,499)	118,700	118,700	0
Latrobe Regional Airport - LANDSIDE	(152,909)	(161,832)	8,923	(219,100)	(224,700)	5,600
Latrobe Regional Airport - AIRSIDE	2,440	761	1,679	3,900	9,500	(5,600)
Latrobe Regional Airport - General Maint.	62,905	65,360	(2,455)	96,500	96,500	0
Net Result	18,276	35,628	(17,352)	0	0	0
Net Results by Account Group Income:						
Other	(8,820)	(17,750)	8,930	(70,750)	(70,250)	(500)
Residence	(11,483)	(11,060)	(423)	(14,259)	(14,259)	0
Terminal Building	(832)	(832)	(0)	(832)	(832)	0
Commercial	(229,661)	(228,033)	(1,628)	(315,910)	(315,910)	0
Trading / Light Commercial	(24,712)	(26,580)	1,868	(28,449)	(28,449)	0
Recreational / Non-Trading	(11,289)	(14,075)	2,786	(18,146)	(18,146)	0
Community Group/Service	(250)	(250)	0	(268)	(268)	0
Farm / Agjstment	(13,545)	(14,242)	697	(18,596)	(18,596)	0
Total Income	(300,592)	(312,822)	12,230	(467,210)	(466,710)	(500)
Expenditure:						
Salaries Wages & Oncosts	114,507	114,923	(416)	161,900	161,900	0
Other Employee Costs	10,721	11,623	(902)	14,700	14,700	0
Materials & Contracts	57,774	86,697	(28,923)	109,650	109,810	(160)
Internal Charge Costs	135,866	135,207	659	180,960	180,300	660
Total Expenditure	318,868	348,450	(29,582)	467,210	466,710	500
Net Result - Recurrent	18,276	35,628	(17,352)	0	0	0
Capital Works Program	Project to Date			Total Project Forecast		
	Actual	Mid Year Budget	Funds Remaining	Forecast	Mid Year Budget	Variance
Airpark Project-Latrobe Regional Airport	1,046,943	984,000	62,943	1,046,943	984,000	62,943
Gippsland Aeronautics - Reception Area	15,130	100,000	(84,870)	100,000	100,000	0
Latrobe Reg Airport - Amenities building	569	250,000	(249,431)	250,000	250,000	0
Total Capital Expenditure	1,062,642	1,334,000	(271,358)	1,396,943	1,334,000	62,943

BUILT AND NATURAL ENVIRONMENT SUSTAINABILITY

11.3.1 **AMENDMENT TO LATROBE PLANNING SCHEME FOR
INTRODUCTION OF SMALL TOWN STRUCTURE PLANS FOR
BOOLARRA, GLENGARRY AND TYERS**

AUTHOR: General Manager Built and Natural Environment Sustainability
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to seek Council's adoption of structure plans for the townships of Boolarra, Glengarry and Tyers and to request the Minister for Planning to authorise the preparation and exhibition of an amendment to the Latrobe Planning Scheme.

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

Latrobe 2021 and Council Plan 2008-2012

Strategic Objective – Sustainability

To promote the responsible and sustainable care of our diverse built and natural environment for the use and enjoyment of the people who make up the vibrant community of the Latrobe Valley.

To provide leadership and to facilitate a well connected, interactive economic environment in which to do business.

Community Outcome – Built Environment Sustainability

By developing clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

Strategic Actions – Infrastructure Development

Promote and support the infrastructure and development of small town communities within the municipality.

Council Plan Actions – Built Environment

Prepare Small Town Structure Plans for Tyers, Glengarry and Boolarra and commence a planning scheme amendment to include the plans into the Latrobe Planning Scheme.

Latrobe Planning Scheme

The proposal is consistent with the State Planning Policy Framework and the current Local Planning Policy Framework.

The preparation of Structure Plans and their introduction to the Latrobe Planning Scheme is consistent with Amendment C62 (revised Local Planning Policy Framework).

3. BACKGROUND

Structure plans build upon the unique elements of each town addressing land-use conflicts, enabling land use and development opportunities in appropriate and serviceable locations, while supporting sustainable community outcomes for people, businesses and the environment.

The preparation of a structure plan is one of the first steps in progressing proposals for the development of new urban areas of a township. In addition to illustrating details such as road configuration and the location of retail and community facilities such as shops, schools and public open space, a structure plan can also identify preferred housing densities, land use classifications, various buffer zones and any environmental constraints.

The need to prepare structure plans for the small townships of Boolarra, Glengarry and Tyers, along with the commencement of a planning scheme amendment, is identified in Latrobe City's Council Plan 2008 - 2012.

The selection of Boolarra, Glengarry and Tyers for the preparation of structure plans was mainly in response to a number of development opportunities and land rezoning requests which have been presented to Council in recent years, yet were unable to be progressed due to inadequate strategic planning direction or policy support within the Latrobe Planning Scheme. The preparation of structure plans for the remaining small townships forms part of the future strategic planning work program.

Consultants were engaged in 2008 to undertake further planning investigation and prepare structure plans for the three towns to guide future land use and development to the year 2023.

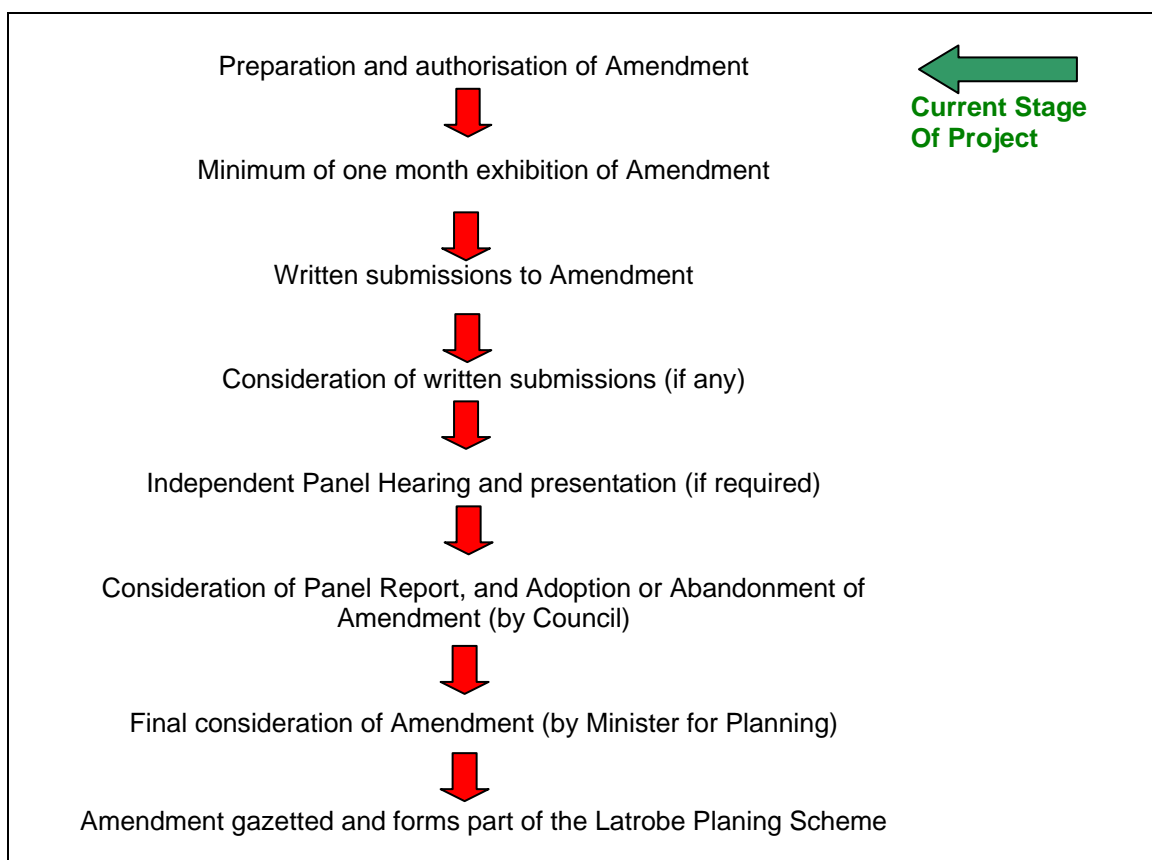
The consultants undertook a review of existing State and Local Government strategic policies and strategies, completed a site analysis of each township, reviewed existing and proposed infrastructure and services, considered recent land supply and demand forecasts and consulted with a range of key stakeholders and service providers.

The structure plans provide direction to Council and the community of future settlement trends, projected land take-up rates, opportunities and staging of township growth, preferred planning zones and overlays, along with the location of public spaces and environmental reserves. Structure plans for each town is provided at Attachment A.

The Small Town Structure Plans for Boolarra, Glengarry and Tyers will be incorporated into the Latrobe Planning Scheme to provide statutory guidance for future rezoning and planning applications.

Statutory requirements

The planning scheme amendment process is shown in the following diagram and provides an indication of the current stage of the proposed amendment.



In accordance with Section 9 of the *Planning and Environment Act 1987* (the Act), the Minister for Planning may authorise a municipal council to prepare an amendment to State and local standard provisions of a planning scheme in force in its municipal district.

Municipal councils, as the planning authority, have a number of duties and powers. These duties and powers are listed at Section 12 of the Act. Under Section 12 a planning authority must have regard to (inter alia):

- The objectives of planning in Victoria;
- The Minister's directions;
- The Victoria Planning Provisions;
- The Latrobe Planning Scheme;
- Any significant effects which it considers a planning scheme amendment might have on the environment or which it considers the environment might have on any use or development envisaged by the amendment.

The proposed amendment has had regard to Section 12 of the Act and is consistent with the requirements of Section 12.

In addition each amendment must address the Department of Planning and Community Development (DPCD) publication *Strategic Assessment Guidelines for Planning Scheme Amendments*. A response to these guidelines is outlined in the attached draft Explanatory Report (refer Attachment B).

The proposal is consistent with the State Planning Policy Framework as outlined within the attached draft Explanatory Report.

The preparation of Structure Plans and their introduction to the Latrobe Planning Scheme is consistent with the current Municipal Strategic Statement (MSS) which is also discussed in the attached draft Explanatory Report (refer Attachment B).

Current planning scheme amendments

The preparation of structure plans and their introduction to the Latrobe Planning Scheme is consistent with Amendment C62 (revised Local Planning Policy Framework).

In particular, Clause 21.04-2 of the revised Local Planning Policy Framework provides that local structure plans will be prepared for smaller settlements which will guide future land use decisions in these settlements.

Clause 21.04-4 of the revised Local Planning Policy Framework provides the following strategy:

“Provide continuing opportunities for new residential development in small towns subject to land capability, infrastructure and environmental considerations, demonstrated demand and local community aspirations.”

4. ISSUES

The structure plans provide an overall framework for the development of the Boolarra, Glengarry and Tyers townships. The preparation of the structure plans has considered the interrelationship between the small and large towns of Latrobe City.

The overall objectives of the plans are:

- To provide a clear land use planning and development framework for each town, recognising the need to identify key development opportunities.
- To ensure coordinated and integrated land use and development within the townships by directing future growth and recommending a settlement pattern and development staging for each township.
- To facilitate a diversity of residential housing types and allotment sizes that respond to community needs.
- To ensure a sufficient supply of land is available for residential and other land uses for at least the next 15 years.
- To ensure that the environmental features of the townships are protected and where possible enhanced.
- To promote efficient use of existing physical and community infrastructure and identify possible improvements or additional infrastructure that may be required for future urban growth and development.
- To maintain the individual identity of each township.

The structure plan maps are informed by a background report which details the assessment and investigation which took place during the preparation of the structure plans, and recommends that the structure plans be introduced into the Latrobe Planning Scheme. The completed structure plans and background report recommended for adoption by Council are dated April 2009 and are provided at Attachment A and C.

The formal inclusion of structure plans within the Latrobe Planning Scheme will provide the necessary strategic direction and justification to support the rezoning of land initiated either by Council or individual requests received from the community that are consistent with the structure plans.

All necessary documentation in support of an amendment to the Latrobe Planning Scheme has been prepared during the completion of the structure plans and background report.

5. FINANCIAL AND RESOURCES IMPLICATIONS

There are no financial implications associated with the adoption of the 2009 small town structure plans and accompanying background report.

Commencement of the planning scheme amendment to introduce the structure plans to the Latrobe Planning Scheme will be undertaken with current resources provided within the 2008/09 budget.

6. INTERNAL/EXTERNAL CONSULTATION

Community workshops were held during 2006 and 2007 in each of the small towns, facilitated by consultants and attended by Council officers and the ward councillors.

Consultation with service providers and agencies took place during 2008.

The amendment to introduce the Boolarra, Glengarry and Tyers structure plans into the Latrobe Planning Scheme will be subject to the prescribed exhibition process in accordance with Section 19 of the *Planning & Environment Act 1987*. It is intended that the amendment will be exhibited for an extended period of six weeks.

All landowners and statutory authorities likely to be affected by the amendment will be notified in writing and submissions will be invited. All submissions will subsequently be considered by Council prior to consideration by an appointed Planning Panel, at which time the opportunity for further review of the structure plans may be provided.

7. OPTIONS

Council has the following options:

1. Adopt the Small Town Structure Plans and Background Report April 2009 and request authorisation from the Minister for Planning to prepare an amendment to the Latrobe Planning Scheme.
2. Modify the Small Town Structure Plans and Background Report April 2009.
3. Not adopt the Small Town Structure Plans and Background Report April 2009.

8. CONCLUSION

The 2009 structure plans build upon the unique elements of each town, enabling land use and development opportunities in appropriate and serviceable locations, while supporting sustainable community outcomes for people, businesses and the environment.

The formal inclusion of structure plans within the Latrobe Planning Scheme will provide the necessary strategic direction and justification to support the rezoning of land initiated either by Council or the community if the rezoning is consistent with the structure plan.

Adoption of the Boolarra, Glengarry and Tyers structure plans and the submission of a request to the Minister for Planning for authorisation to prepare an amendment to include these plans within the Latrobe Planning Scheme will progress the delivery of the Latrobe City Council Plan commitment to: *“Prepare Small Town Structure Plans for Tyers, Glengarry and Boolarra and commence a planning scheme amendment to include the plans into the Latrobe Planning Scheme”*.

9. RECOMMENDATION

1. **That Council adopts the April 2009 Small Town Structure Plans and accompanying Background Report.**
2. **That Council applies to the Minister for Planning under Section 9(2) of the *Planning and Environment Act 1987* for authorisation to prepare an amendment to the Latrobe Planning Scheme, which seeks to introduce the 2009 Boolarra, Glengarry and Tyers structure plans and Background Report to the Latrobe Planning Scheme.**

Moved: Cr White

Seconded: Cr Kam

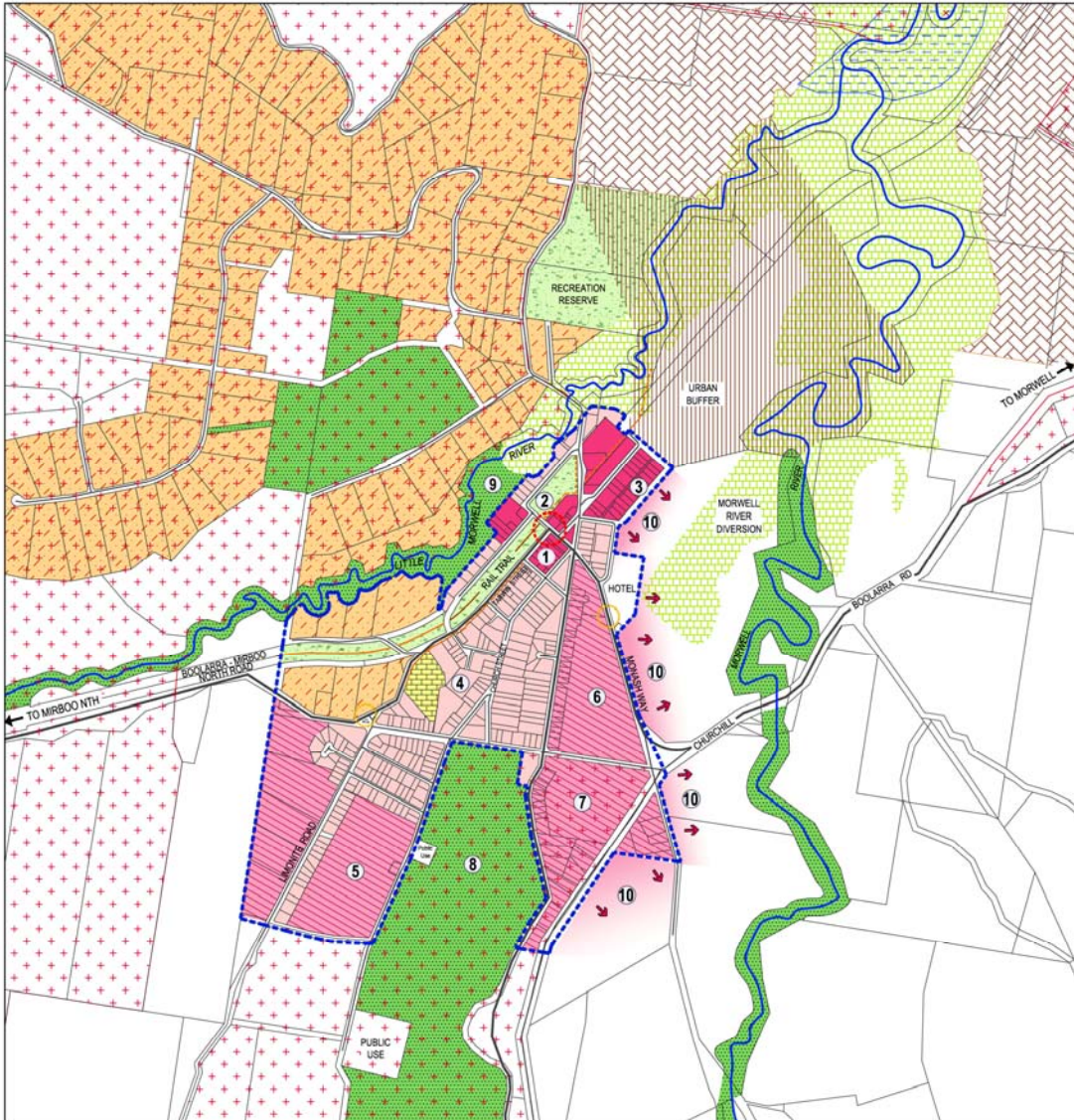
That the Recommendation be adopted.

CARRIED UNANIMOUSLY

ATTACHMENTS

ATTACHMENT A: STRUCTURE PLANS

STRUCTURE PLAN MAP - BOOLLARRA



LEGEND

Township Boundary	Farming	Wildfire Risk
Town Entrance	School	Coal Resources
Primary Activity Centre	Public Open Space	Urban Coal Buffer
Existing Township	Core Conservation Area	Main Road
Existing Residential	Major Waterway	Local Road
Possible Future Long-term Urban Expansion	Morwell River Diversion Area	Existing Bicycle/Shared Path
Existing Low Density Residential	Floodplain	Proposed Bicycle/Shared Path
Existing Rural Living		

NOTE - Definition of terms:

'Existing' - land available for development in accordance with current zoning (available now)

'Future' - land identified for short to medium-term development, subject to rezoning (0-15 year timeframe)

'Possible Future Long-term' - land identified for possible long-term development, subject to rezoning (+15 year timeframe)

LATROBE PLANNING SCHEME - LOCAL PROVISION

DRAFT



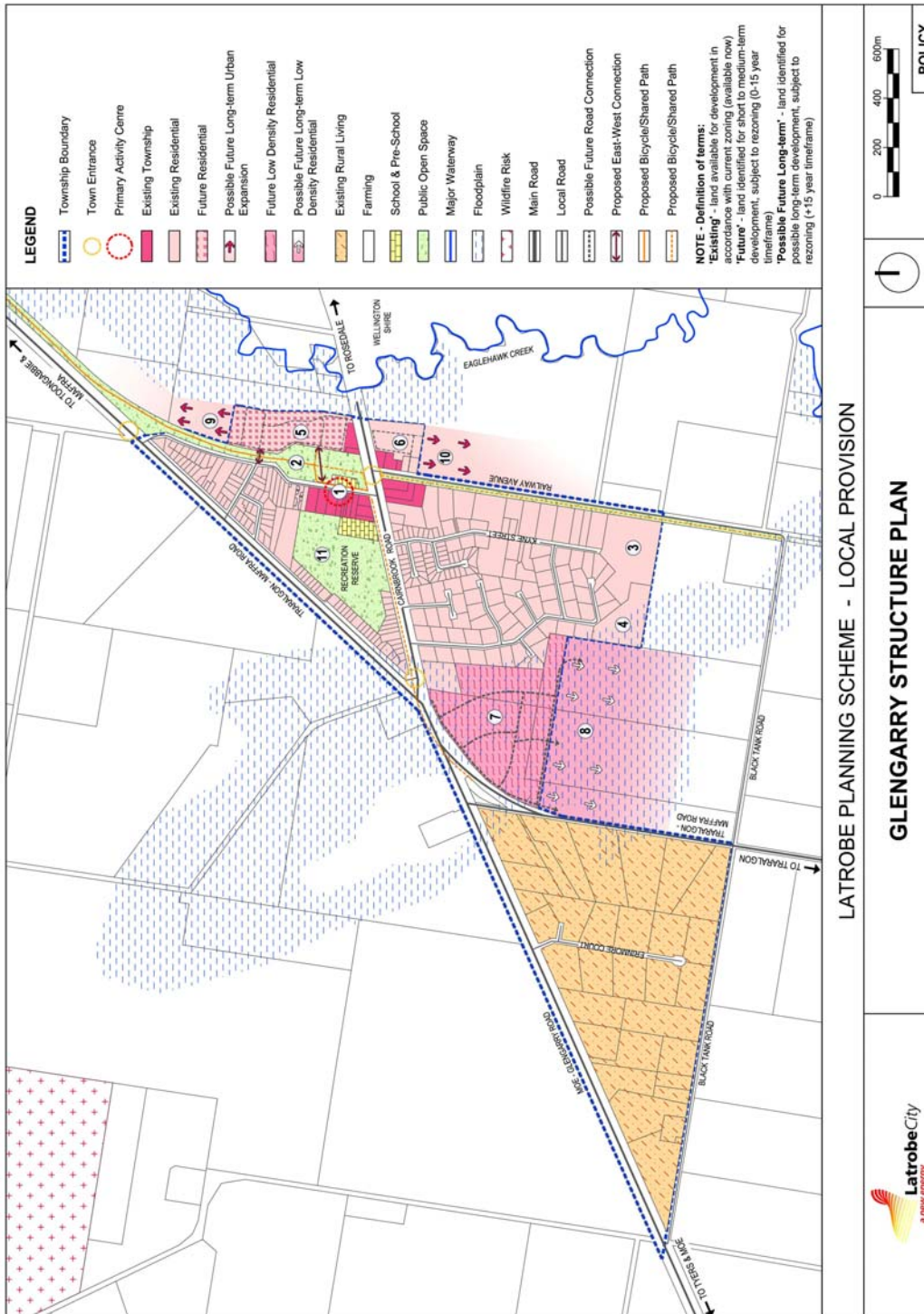
BOOLLARRA STRUCTURE PLAN



POLICY

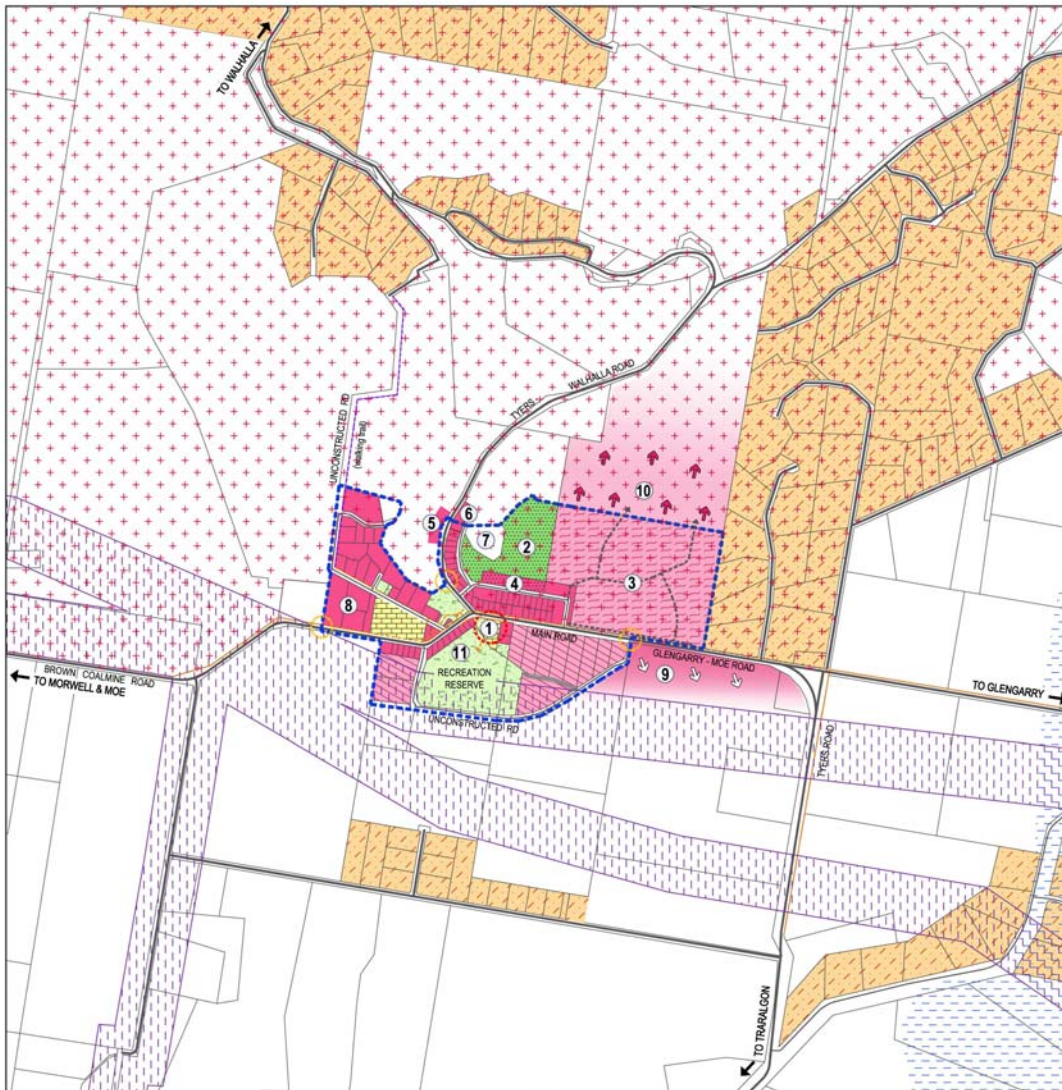
Areas Identified on the Boolarra Structure Plan	
Area 1	Boolarra Town Centre/Activity Centre. This centre is located between Little Morwell River Reserve and Penaluna Street.
Area 2	Grand Ridge Rail Trail Reserve (also referred to as the Mirboo North – Boolarra Rail Trail).
Area 3	Existing township area bounded by Patersons, William and Henry Street.
Area 4	Existing residential area bounded by Church and Tarwin Streets.
Area 5	Existing low density residential area bordered by residential development, farming land and Barktown Road.
Area 6	Existing low density residential area bordered by Monash Way, Penaluna Street and Bastin Street.
Area 7	Existing low density residential area bordered by Bastin Street and Brights Road.
Area 8	Core conservation area bordered by Bastin Street, Foster – Boolarra Road and Barktown Road.
Area 9	Core conservation area along Little Morwell River.
Area 10	Possible future long-term urban expansion area. This is existing farm land and special use zone (Morwell River Diversion) to the east of the township.

STRUCTURE PLAN MAP - GLENGARRY



Areas Identified on the Glengarry Structure Plan	
Area 1	Glengarry Town Centre/Activity Centre. This local activity centre is located in the township area fronting Main Street.
Area 2	Gippsland Rail Trail Reserve
Area 3	Existing residential area to south of Cairnbrook Road and west of Railway Avenue, bounded by farmland to the west and south.
Area 4	Council's former drainage reserve. Site is currently disused.
Area 5	Future residential area. This is existing farmland bounded by the Gippsland Rail Trail, Cairnbrook Road and Eaglehawk Creek flats.
Area 6	Future residential area. This is existing farmland bounded by the township area, Railway Avenue, Cairnbrook Road and Eaglehawk Creek flats.
Area 7	Future low density residential area. This is existing farmland bordered by Traralgon – Maffra Road, Cairnbrook Road and existing residential area (Area 3).
Area 8	Possible future long-term low density residential area. This is existing farmland bordered by Traralgon – Maffra Road and existing residential area (Area 3).
Area 9	Possible future long-term urban expansion area. This is existing farmland to the north of Cairnbrook Road bordered by the Gippsland Rail Trail and Eaglehawk Creek flats.
Area 10	Possible future long-term residential area. This is existing farmland to the south of Cairnbrook Road bordered by Railway Avenue and Eaglehawk Creek flats.
Area 11	Glengarry Recreation Reserve.

STRUCTURE PLAN MAP – TYERS



LEGEND

- | | | |
|---|---------------------------------|---------------------------------|
| Township Boundary | Existing Rural Living | Floodplain |
| Town Entrance | Farming | Wildfire Risk |
| Primary Activity Centre | School | Main Road |
| Existing Township | Public Open Space | Local Road |
| Possible Future Long-term Urban Expansion | Conservation Investigation Area | Possible Future Road Connection |
| Existing Low Density Residential | Major Waterway | Existing Bicycle/Shared Path |
| Future Low Density Residential | Major Gas Pipeline | Proposed Bicycle/Shared Path |
| Possible Future Long-term Low Density Residential | | |

NOTE - Definition of terms:

'Existing' - land available for development in accordance with current zoning (available now)

'Future' - land identified for short to medium-term development, subject to rezoning (0-15 year timeframe)

'Possible Future Long-term' - land identified for possible long-term development, subject to rezoning (+15 year timeframe)

LATROBE PLANNING SCHEME - LOCAL PROVISION

DRAFT



TYERS STRUCTURE PLAN



POLICY

Areas Identified on the Tyers Structure Plan	
Area 1	Tyers Town Centre/Activity Centre. This local activity centre is located in the township area fronting Main Road between the town hall and the existing shop.
Area 2	Core conservation area. This land, which is currently farmland, contains significant native vegetation.
Area 3	Future low density residential area. This is existing farmland currently utilised for plantation purposes. This site is bounded by Glengarry - Moe Road (Main Road), Hinde Road and the existing Rural Living area to the east.
Area 4	Existing undeveloped township area fronting Hinde Road. This area contains significant native vegetation.
Area 5	Existing undeveloped township area fronting Tyers – Walhalla Road. Bordered by farmland to the north, south and west.
Area 6	Existing undeveloped township area fronting Tyers – Walhalla Road. Bounded by an existing township area to the south and farmland to the north and east.
Area 7	Existing developed farmland bordered by significant native vegetation to the east, south and west.
Area 8	The existing residential area to the north of Moe – Glengarry Road (Main Road) and west of Tyers – Walhalla Road, bounded by farmland to the north and west.
Area 9	Possible future long-term residential area. Existing farmland bounded by Moe – Glengarry Road, the existing low density residential area and Tyers Road.
Area 10	Possible future long-term urban expansion area. This is existing farmland bounded by rural living area and the proposed township boundary.
Area 11	Tyers Recreation Reserve

ATTACHMENT B: EXPLANATORY REPORT

Planning and Environment Act 1987

LATROBE PLANNING SCHEME

AMENDMENT CXX

DRAFT EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Latrobe City Council, which is the planning authority for this amendment.

Land affected by the amendment.

The amendment affects land in all areas of the municipality.

What the amendment does.

The amendment proposes to implement the recommendations of two of Council's recently completed strategic studies undertaken and adopted by Council. These documents include:

- *Latrobe City Council Residential and Rural Residential Land Assessment, 2009 (Attachment 1).*
- *Small Town Structure Plans: Boolarra, Glengarry & Tyers, Background Report, 2009 (Attachment 2).*

The amendment proposes to implement the recommendations of these studies by making changes to the Local Planning Policy Framework (LPPF) of the Latrobe Planning Scheme. The amendment seeks to:

- a) Update the Municipal Strategic Statement (MSS) to make reference to the two adopted strategic reports and make minor changes to policy related to the preparation of small town structure plans.
- b) Incorporate the Small Town Structure Plans and relevant small town strategies and objectives into the Municipal Strategic Statement (Attachment 3).

Whilst the amendment proposes changes to the LPPF, it does not modify the existing zones or overlays. Zones and overlay changes are to form subsequent Council and private initiated planning scheme amendments.

Strategic assessment of the amendment

- Why is the amendment required?

At present there are no structure plans contained within the Latrobe Planning Scheme which provide a framework for the future growth and development of Latrobe's small townships. With increasing pressure from land owners wanting to develop their land, predominantly for the purpose of residential and rural residential housing, it is crucial that Council and the community have a strategic framework that provides guidance for preferred locations for future land uses and in particular residential expansion. Council resolved that the preparation of the Small Town Structure Plans would provide the necessary strategic framework for decision-making regarding future land use and development within these townships.

The Latrobe City Council Plan 2008-2012 Our Sustainable Future contains the strategic action to 'promote and support the infrastructure and development of small town communities within the municipality.' A key priority to implement this action is to 'Prepare Small Town Structure Plans for Tyers, Glengarry, and Boolarra and commence a planning scheme amendment to include the plans into the Latrobe Planning Scheme' between July 2008 and June 2009. The current MSS at Clause 21.03 also identifies the need to prepare Small Town Structure Plans.

The Latrobe City Council Residential and Rural Residential Land Assessment 2009, was prepared by Essential Economics for Latrobe City Residential, and presents an analysis of the demand and supply of residential and rural residential land in the municipality. This study provided input into the preparation of the Small Town Structure Plans: Boolarra, Glengarry and Tyers Background Report, 2009 and accompanying Structure Plans, which were prepared by the NBA Group Pty Ltd. The Small Town Structure Plan Background Report and Structure Plans provide the necessary background information and strategic land use objectives to enable informed decision making regarding future land uses for these small townships for the next 15 years+.

The proposed changes to the LPPF section of the Latrobe Planning Scheme will necessitate the responsible authority to have regard to:

- a) the recommendations of the *Small Town Structure Plans: Boolarra, Glengarry and Tyers Background Report, 2009* and the Small Town Structure Plans in any consideration given to applications for rezoning, development or subdivision in the townships of Boolarra, Glengarry and Tyers, and;
- b) the recommendations of the *Latrobe City Council Residential and Rural Residential Land Assessment 2009*, in any consideration given to applications for rezoning, development or subdivision of residential or rural residential land in the precincts of Traralgon, Morwell, Moe-Newborough, Churchill, Toongabbie, Glengarry, Tyers, Yallourn North, Yinnar, Boolarra and Traralgon South.

- How does the amendment implement the objectives of planning in Victoria?

The amendment will implement the following objectives of planning in Victoria under Section 4 of the *Planning and Environment Act 1987*:

- 4(1)(a) to provide for the fair, orderly, economic and sustainable use, and development of land;
- 4(1)(b) to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;
- 4(1)(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- 4(1)(d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;
- 4(1)(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e).

The amendment will implement these objectives by providing the strategic directions through the MSS which will update the policy framework, make reference to two key strategic studies which provide recommendations for future land use and development in Latrobe's 11 precincts and introduce small town structure plans that:

- a) provide specific objectives and strategies for future land use and development in Boolarra, Glengarry and Tyers.
 - b) ensure the environmental features and cultural heritage values of the land are protected and where possible enhanced.
 - c) help ensure a pleasant, efficient and safe living environment for residents in the townships of Boolarra, Glengarry and Tyers.
- How does the amendment address environmental effects and any relevant social and economic effects?

It is anticipated that the Strategic Reports and Structure Plans will act as a practical resource that will assist Council, land owners and community groups to achieve significant improvements in decisions that affect the development of towns within the Latrobe municipality, particularly Boolarra, Glengarry and Tyers.

The amendment is considered to have a beneficial social and economic effect by providing a clear land use planning and development framework for the townships of Boolarra, Glengarry and Tyers. The amendment will facilitate residential development in areas where key development opportunities have been identified and will promote efficient use of existing physical and community infrastructure.

The amendment is considered to have a beneficial environmental effect, by facilitating the orderly settlement of urban areas, whilst ensuring that the environmental features of the townships are protected and where possible enhanced.

The amendment is expected to have no adverse impacts on Latrobe Valley's coal or stone resources or existing coal related 'urban buffers'.

Does the amendment comply with all the relevant Minister's Directions?

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

The amendment is consistent with the Ministerial Direction on the Strategic Assessment of Amendments, Direction 11.

The amendment is consistent with the Ministerial Direction on Rural Residential Development, Direction 6.

Does the amendment support or implement the State Planning Policy Framework (SPPF)?

The amendment supports and gives effect to the following policies:

State Planning Policy Framework (SPPF):

<i>Clause 11</i>	<i>Introduction, Goals and Principles</i>
<i>Clause 12</i>	<i>Metropolitan Development</i>
<i>Clause 14</i>	<i>Settlement</i>
<i>Clause 15</i>	<i>Environment</i>
<i>Clause 16</i>	<i>Housing</i>
<i>Clause 17</i>	<i>Economic Development</i>
<i>Clause 18</i>	<i>Infrastructure</i>

The following comments are made in relation to the SPPF:

Development and Settlement – SPPF Clauses 11, 12 & 14

Clause 11 – Introduction, Goals and Principles 'Settlement' states that 'planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.'

Clause 12 – Metropolitan Development 'Networks with Regional Cities' states that planning for regional areas should deliver 'an adequate supply of land for housing and industry to meet forecast growth' and limit 'the impact of urban development on non-urban areas' and support 'development in areas where growth can be accommodated.'

Clause 14 – Settlement seeks to 'ensure a sufficient supply of land is available for residential, commercial, industrial, recreational, institutional and other public uses' and to 'facilitate the orderly development of urban areas.'

Environment – SPPF Clause 15

Clause 15.01 details the importance of protecting catchments, waterways and groundwater, and states that 'planning and responsible authorities should coordinate their activities with those of the Boards of catchment management authorities ... and have regard to regional catchment strategies where relevant.'

Subclause 15.02 details the need for planning to ensure floodplains are managed appropriately. 'Flood risk must be considered in the preparation of planning schemes and land use planning decisions to avoid intensifying the impacts of flooding through inappropriately located uses and developments.'

Subclause 15.07, protection from wildfire contains one main objective, 'to assist the minimisation of risk to life, property, the natural environment and community infrastructure from wildfire. Fire hazards must be considered in planning decisions affecting wildfire risk environments to avoid intensifying the risk through inappropriately located or designed uses or developments.'

Subclause 15.09 specifies the need to 'assist the protection and conservation of biodiversity, including native vegetation retention and provision of habitats for native plants and animals and control of pest plants and animals.'

Subclause 15.10, open space discusses the need to ensure that 'land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.'

Subclause 15.11 discusses the need for planning to 'protect places that have natural, environmental, aesthetic, historic, cultural, scientific or social significance ... Planning and responsible authorities should identify, conserve and protect places of natural or cultural value from inappropriate development...'

Housing – SPPF Clause 16

Clause 16, which considers state housing objectives, aims to encourage 'subdivisions in locations with access to physical and community infrastructure and providing a range of lot sizes, a convenient and safe road network, appropriate pedestrian and cycle paths, sufficient useable public open space and low vulnerability to fire.' The objectives also promote 'opportunities for increased residential densities to help consolidate urban areas.'

Subclause 16.03, rural living and rural residential development contains the objective to identify land suitable for rural living and rural residential development. This land should be located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development. The identified land should also be supplied with electricity and water and good quality road access. This clause goes on to state that 'land should not be zoned for rural living or rural residential development if it will encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.'

Economic Development – SPPF Clause 17

Subclause 17.01, Activity centres provides the direction to encourages the 'concentration of major retail, commercial, administrative, entertainment and cultural developments into activity centres ... which provide a variety of land uses and are highly accessible to the community.' In achieving this objective, activity centres should provide a range of shopping facilities, be readily accessible to the community, integrate a variety of land uses, provide good accessibility by numerous modes of transport and provide attractive environments for community activities.

Business is discussed at subclause 17.02, which 'encourages developments which meet community's needs for retail, entertainment, office and other commercial services and provide net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.'

In regards to tourism, at subclause 17.04, the objective encourages 'tourism development to maximise the employment and long-term economic, social and cultural benefits of developing the State as a competitive domestic and international tourist destination.'

Agriculture, which is discussed at subclause 17.05 contains the objective of protecting the State's agricultural base from the 'unplanned loss of productive agricultural land due to permanent changes of land use and to enable protection of productive farmland which is of strategic significance in the local or regional context.'

Mineral Resources (Clause 17.08) and Extractive Industry (17.09) are important considerations for the economy of Latrobe. These clauses recognise the need to protect identified mineral and stone resources. 'Planning and responsible authorities in Central Gippsland must act to protect the brown coal resource and should ensure that ... coal related development is adequately separated from residential or other sensitive uses and main transport corridors by buffer areas to minimise adverse effects...'

Infrastructure – SPPF Clause 18

Subclause 18.01 Declared highways, railways and tramways contains the objective 'to integrate land use and transport planning around existing and planned declared highways, railways, principal bus routes and tram lines.'

Car parking and public transport access to development are discussed at subclause 18.02. This clause includes the objective 'to ensure access is provided to developments in accordance with forecast demand taking advantage of all available modes of transport and to minimise impact on existing transport networks and the amenity of surrounding areas.'

Subclause 18.03 Bicycle transport promotes land use and development planning that integrates planning for bicycle travel and encourages cycling as an alternative mode of travel.

Health and education facilities are discussed at subclauses 18.06 and 18.07. These subclauses state that planning should facilitate the integration of these facilities with local and regional communities.

According to subclause 18.09 Water supply, sewerage and drainage, the provision of these services should 'efficiently and effectively meet State and community needs and protect the environment.'

The objectives of the above SPPF clauses were taken into consideration during the preparation of the Small Town Structure Plan Report and accompanying Small Town Structure Plans. The objectives of the above SPPF clauses are implemented through the introduction of Small Town Structure Plans at Clause 21.04 and referencing of the two strategic reports at Clause 21.04.

How does the amendment support or implement the Local Planning Policy Framework (LPPF) and, specifically, the current and proposed Municipal Strategic Statement (MSS)?

Settlement

A key statement within the strategic framework vision contained in the MSS is included at Clause 21.01-3 Settlement and Urban Form which states that 'while each town and settlement provides many of the services and facilities needed by their residents, they are not separate, self-contained entities which operate in isolation of each other. They all interact (to varying degrees) to create what is, effectively, a networked city. ... Combined, the towns form a single social, economic and physical entity within which people move for work, schooling, shopping, recreation, entertainment and leisure and to access various community services and facilities. However, each town has developed its own role and functions.'

Clause 21.03-3 Strategic Land-use Framework Plan states that the 'role of the smaller settlements is to provide important diversity of housing and lifestyle as well as to be rural service centres.' This clause also identifies the need for local structure plans to 'be prepared for Boolarra, Glengarry, Toongabbie, Traralgon South, Tyers, Yallourn North, and Yinnar. They will guide future land use decisions in these settlements.'

Clause 21.04-1 Settlement and Urban Form, Element 1 'Containment' includes the following objectives:

- *...to contain urban development within distinct boundaries in order to reinforce, strengthen and increase the attractiveness of the existing urban settlements and the activity centre pattern and to maximise the use of existing infrastructure.*

- *to provide the flexibility for development to occur in each town to accommodate the needs of its local and surrounding population as well as to contribute in a complementary way to the municipal networked city, and;*
- *to retain clear boundaries between urban areas and their surrounding rural environment.*

Housing

Housing is discussed at Clauses 21.01, 21.02 and 21.04 of the current MSS. Clause 21.01-7 states that the diversity in housing types available in the municipality contributes to the lifestyle choices provided and the overall attractiveness of the municipality as a place to live and invest.' Clause 21.04-4 Housing contains the following relevant strategies and actions for implementation:

- Monitor population and economic growth rates, housing demand and prices and land availability to ensure appropriate land use decisions can be made as development opportunities change over time.
- Monitor land and housing market trends and require evidence of substantial new demand for subdivision prior to consideration of new residential zoning proposals.
- Encourage diversity of dwelling type to provide greater choice and affordability.
- To ensure that proposals for additional rural living and low density residential subdivisions proceed only in appropriate locations.
- To provide continuing opportunities for new residential development in small towns throughout the municipality, subject to land capability, infrastructure and general environmental considerations, to demonstrated demand and to local community aspirations for each urban settlement.

Environment

Clauses 21.01, 21.03 and 21.04 of the current MSS contain Environmental objectives and strategies. Key environmental considerations which were taken into consideration during the preparation of the small town structure plans include:

- *Conserving and protecting natural and man-made heritage resources.*
- *Protecting and improving air and water quality, wetlands and watercourse environs. Catchment management strategies should be complemented.*
- *Preserving the municipality's biodiversity, including rare and endangered flora and fauna habitats and movement corridors.*
- *Controlling use and development on elevated hillsides to prevent or reduce erosion.*
- *Retaining the rural and scenic character of hillsides.*
- *Protecting high quality agricultural land.*
- *Supporting rural living or low density residential development in appropriate locations, taking into account land supply and demand.*
- *Facilitating a functional, safe and efficient rural road system.*
- *Ensuring new land use and development does not increase the level of fire risk.*

- *Providing a visually attractive urban environment.*
- *Maintaining and protecting existing public parks and related public place assets.*
- *Investigating and adapting best practice in stormwater management to limit impacts on creeks and rivers.*
- *Discouraging urban development on flood-prone land, except where agreed with the West Gippsland Catchment Management Authority.*
- *Minimising the potential for loss of life, risk to health and damage to property associated with flooding.*

Local planning policy for Settlement, Housing and Environment were taken into consideration during the preparation of the Small Town Structure Plan Report and accompanying Small Town Structure Plans. The objectives of the above LPPF clauses are implemented through the introduction of Small Town Structure Plans at Clause 21.04 and referencing of the two strategic reports at Clause 21.04.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment has been prepared with reference to the following VPP Practice Notes, General Practice Notes, and Advisory Notes:

- Strategic Assessment Guidelines, April 2008.
- Incorporated and Reference Documents, August 2000.
- Structure Planning for Activity Centres, December 2003.

The proposed changes to the MSS are considered to be consistent with relevant VPP Practice Notes. The proposed changes are also aligned with the strategies and actions contained in Latrobe City Council's Latrobe 2021 document and the Latrobe City Council Plan 2008-2012: Our Sustainable Future.

How does the amendment address the views of any relevant agency?

A significant level of consultation was held with relevant agencies during the preparation of the Small Town Structure Plans strategic study. VicRoads, the West Gippsland Catchment Management Authority (WGCMA), Department of Primary Industries (DPI), the local Country Fire Authority (CFA) and Gippsland Water have been conferred with on a number of occasions regarding vehicle access, flood inundation, stone resources and extractive industry, wildfire management and servicing-related issues. The views of these five agencies have been taken into consideration during the preparation of the Small Town Structure Plans and the proposed amendment.

What impact will the new planning provisions have on the administrative costs of the responsible authority?

Whilst the amendment may result in more private initiated planning scheme amendments and additional planning permit applications to subdivide land, it is considered that the amendment will have a positive effect on Latrobe City Council resources. This will be due to the improved land use and development guidelines provided in the strategic reports and plans in relation to urban growth and development.

The amendment will clarify and expedite Council's decision making processes regarding future land use, development and/or subdivision in the affected areas.

Where you may inspect this Amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

Latrobe City Council Headquarters

Corporate Headquarters
141 Commercial Road
Morwell VIC 3840

Latrobe City Council Service Centres

Traralgon Service Centre
34-38 Kay Street
Traralgon VIC 3844

Moe Service Centre
44 Albert Street
Moe VIC 3825

Department of Planning and Community Development

Traralgon Regional Office
71 Hotham Street
Traralgon VIC 3844

The amendment can also be inspected free of charge at the Department of Planning and Community Development web site at:

www.dpcd.vic.gov.au/planning/publicinspection

ATTACHMENT C:

SMALL TOWN STRUCTURE PLANS BACKGROUND REPORT APRIL 2009

PLEASE NOTE THAT A COPY OF THIS REPORT IS AVAILABLE ON CD UPON REQUEST

**11.3.2 LATROBE CITY COUNCIL BULKY GOODS RETAIL
SUSTAINABILITY ASSESSMENT**

AUTHOR: General Manager Built and Natural Environment Sustainability
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to seek Council's adoption of the *Latrobe City Council Bulky Goods Retail Sustainability Assessment (March 2009)*.

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

Latrobe 2021 and Council Plan 2008-2012

Strategic Objective – Sustainability

To promote the responsible and sustainable care of our diverse built and natural environment for the use and enjoyment of the people who make up the vibrant community of the Latrobe Valley. To provide leadership and to facilitate a well connected, interactive economic environment in which to do business.

Community Outcome – Built Environment Sustainability

By developing clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

3. BACKGROUND

Latrobe City Council has fielded a number of enquiries from the development community regarding the possible rezoning of various sites to facilitate new, dedicated bulky goods centres within the municipality. The indication from developers is that the popularity of bulky goods retailing, supported by strong population and household development in Latrobe City has provided demand for increased bulky goods retailing in Latrobe City.

In addition, developers are indicating that there is a shortage of suitable land that is correctly zoned to develop a new bulky goods retail precinct.

A shortage of bulky goods retail space is likely to result in expenditure leakage from Latrobe City to neighbouring municipalities and Melbourne. In 2007, the draft *Latrobe City Council Retail Strategy Review (June 2007)* made reference to the need for dedicated bulky goods centres, finding that there is a market gap in Latrobe City for bulky goods products.

In October 2008, Latrobe City Council engaged consultants to prepare *Latrobe City Bulky Goods Retail Sustainability Assessment (2009)* with the objectives to determine how much additional bulky goods floor space is required in Latrobe City and identify appropriate locations within Latrobe City for dedicated bulky goods centres.

Specifically, the *Latrobe City Bulky Goods Retail Sustainability Assessment (March 2009)* aimed to:

- give improved policy direction to bulky goods retail development;
- maximise the opportunity to update Council's current strategic planning approach;
- establish additional bulky goods retailing; and
- retain a greater share of bulky goods retail expenditure within the municipality.

Use and development of bulky goods retailing facilities must occur on Business 4 zoned land. The study assessed whether the current zoned land in Latrobe City is sufficient in size to accommodate future bulky goods retailing growth.

4. **ISSUES**

The need for additional Bulky Goods retail space

The *Latrobe City Bulky Goods Retail Sustainability Assessment (March 2009)* confirms that there is a market gap for bulky goods retailing and recommends that two major bulky goods centres will need to be developed to maintain a competitive position and retain bulky goods expenditure in Latrobe City.

Currently, Latrobe City is subject to a large amount of retail escape expenditure, due to an under-supply of bulky goods retailing. The situation is further exacerbated by a significant increase in the supply of bulky goods floor space in neighbouring municipalities which is likely to further drive expenditure leakage with flow on effects for local employment and viability of local businesses.

To date, Latrobe City Council has had difficulty in providing advice to developers with regard to the preferred locations for dedicated bulky goods centres that are outside existing Business 4 Zone within Latrobe City. Some existing Business 4 Zone land is not suitable for a dedicated bulky goods precinct due to lack of highway frontage, lot sizes being too small, fragmented land ownership or questionable market viability as indicated by ongoing vacancy.

Supply and demand for Bulky Goods Retail space

Recent supply analysis revealed that there is approximately 57,000 sqm of bulky goods retail floorspace within Moe, Morwell and Traralgon. The majority of existing bulky goods retail floorspace is located in loosely-defined precincts, with little integration in the municipality. Consequently, there is likely to be above average leakage of bulky goods retail expenditure outside the municipality.

The analysis of the *Latrobe City Council Retail Strategy Review (June 2007)* indicates that bulky goods expenditure in 2007 is in the order of \$235.7 million. This has resulted in the requirement for a single bulky goods centre in the order of 15,000 – 20,000 sqm. However, recent information provided in the *Latrobe City Bulky Goods Retail Sustainability Assessment (March 2009)* has reconfirmed that there is an existing and growing market gap for bulky goods floorspace and land. It is estimated that the market gap has increased to around 28,000 sqm.

Significant growth in the bulky goods market is expected with the market gap increasing to approximately 73,000 sqm by 2023. This means that there is a significant potential to establish at least two new dedicated bulky goods precincts within Latrobe City. Each of the dedicated bulky goods precincts is expected to have a floorspace of approximately 15,000 – 20,000 sqm and will require approximately 5-7 hectares of Business 4 Zone land. The development of new dedicated bulky goods precincts will have the ability to retain significant bulky goods expenditure within Latrobe City.

Appropriate sites for Bulky Goods development

Leading indicators of the market for bulky goods retailing have been assessed for the three townships of Moe, Morwell and Traralgon, in order to recommend appropriate future sites for development. Twelve sites across Moe, Morwell, Traralgon and the Traralgon-Morwell corridor were assessed and ranked against the following criteria:

- Market viability
 - Location
 - Critical Mass
 - Expansion Potential
 - Land price
 - Risk of Market Rejection

- Planning considerations
 - Land Fragmentation
 - Constraints and Overlays

- Strategic policy
 - Vehicle Trips
 - Co-location with Other Uses
 - Impact on Established Centres
 - Employment Generation
 - Future Catchment

It is evident that prospective bulky good retail tenants have a strong preference for establishing additional bulky goods retailing in Traralgon than Morwell and Moe. This is due to the Traralgon showing significantly higher household incomes, bulky goods retail expenditure per capita and population growth than either Moe or Morwell.

The *Latrobe City Bulky Goods Retail Sustainability Assessment (March 2009)* also found that sites located within the Morwell – Traralgon corridor are strongly preferred by developers and prospective bulky goods retail tenants. This is due to the location being central to the expected residential growth and assurance of long term freeway access.

Table 1: Highest Scoring Sites by Comparative Ranking

Site #	Location	Existing Land Use	Score	Max Possible Score
Site #6	Morwell East #1 Princes Highway, west of National Road	FZ, Farming	32	36
Site #7	Morwell East #2 Princes Highway, east of National Road	FZ, Farming	26	36
Site #11	Traralgon East #2 Princes Highway, west of Stammers Road	IN1Z, Industrial	32	36
Site #8	Traralgon Princes Highway, east of Northern Avenue	FZ, Farming	30	36

Table 1 shows the 4 highest scoring sites out of 12 sites that were considered as part of this project. These four sites display the highest likelihood of supporting two successful and sustainable dedicated bulky goods retail precincts. The two highest ranking sites would encourage the rezoning of an appropriate sized piece of land in both Traralgon and the Morwell-Traralgon Corridor.

Site #6 is preferred over Site #7, which has planning controls that may significantly affect the development of the site for a dedicated bulky goods retail precinct in the short term. A section of Site #7 is subjected to the Special Use Zone 5 – Morwell River Diversion (SUZ5) and the Design and Development Overlay Schedule 1 – Major Gas Pipeline Infrastructure (DDO1). It is noted that a new bulky goods retail premises is a prohibited use in the SUZ5. Site #6 is ranked higher than Site #7 as it is not constrained by the SUZ5 and DDO1, giving in comparatively greater expansion potential in the short – medium term.

Site #11 is another site that ranked highly as indicated in Table 1. This site also has the potential of supporting a successful and sustainable dedicated bulky goods retail precinct given the significant interest from bulky goods retailers especially along side Princes Highway for bulky goods centres. Site #11 is not affected by any planing constraints and has greater expansion potential than Site #8.

To encourage competition in the market, it is recommended that at least two sites are selected as the preferred sites for dedicated bulky goods precincts. It is noted that if only one site is made available, there is a risk that a single land owner may choose not to develop the site. This could hamper Council's intention to close the market gap in bulky goods retail floorspace. Given the above explanation, it is recommended that Site #6 and Site #11 are selected as the preferred sites for dedicated bulky goods precincts.

5. FINANCIAL AND RESOURCES IMPLICATIONS

There are no financial implications associated with the adoption of the *Latrobe City Bulky Goods Retail Sustainability Assessment (March 2009)*.

6. INTERNAL/EXTERNAL CONSULTATION

As part of the Latrobe City Bulky Goods Retail Sustainability Assessment, consultation with a range of stakeholders was undertaken to gain an understanding of issues related to the opportunity for expansion in the supply of Business 4 Zone (B4Z) land within the municipality. The stakeholder consultations were carried out on 4 December 2008. A range of stakeholders were invited including Councillors, Council officers, planning consultants, statutory agencies, service authorities, real estate agents, owners and developers.

Council also consulted with the Department of Primary Industries, APA Group and Energy Safety Victoria to seek their views on issues relating to major pipeline infrastructure and Morwell River Diversion.

In addition, there was further consultation with Council officers and Gippsland Water. Details of the consultation can be found in Chapter 12 and Appendices 4 and 5 of the *Latrobe City Bulky Goods Retail Sustainability Assessment (March 2009)*.

7. OPTIONS

The options available to Council are as follows:

1. Adopt the *Bulky Goods Retail Sustainability Assessment (March 2009)* and select Site #6 and Site #11 as the preferred sites for dedicated bulky goods precinct; or
2. Refuse to adopt the *Bulky Goods Retail Sustainability Assessment (March 2009)*.

8. CONCLUSION

The *Latrobe City Council Bulky Goods Retail Sustainability Assessment (March 2009)* makes recommendations that will enable Council to properly consider and guide bulky goods development within Latrobe City. Implementation aims to reverse the current trend of retail escape expenditure, due to an under-supply of bulky goods retailing.

Implementation of the Latrobe City Bulky Goods Retail *Sustainability Assessment (March 2009)* recommendations will:

- improve policy direction related to bulky goods retail development;
- maximise the opportunity to update Council's current strategic planning approach;
- establish additional bulky goods retailing within Latrobe City; and
- retain a greater share of bulky goods retail expenditure within the Latrobe Main Trade Area.

There is a significant potential to establish at least two new dedicated bulky goods precincts. Each of the dedicated bulky goods precincts is expected to have a floor space of approximately 15,000 – 20,000 sqm each and will require approximately 5-7 hectares of Business 4 Zone land. Sites within the Traralgon-Morwell Corridor are strongly preferred by developers and prospective bulky goods retail tenants. The *Latrobe City Bulky Goods Retail Sustainability Assessment (March 2009)* concluded that Site #6 and Site #11 will provide the highest likelihood for economic development and employment growth in bulky goods retailing within Latrobe City.

9. RECOMMENDATION

That Council adopts the *Latrobe City Council Bulky Goods Retail Sustainability Assessment (March 2009)* and selects Site #6 - Morwell East #1 Princes Highway, west of National Road and Site #11 - Traralgon East #2 Princes Highway, west of Stammers Road, as the preferred sites for dedicated bulky goods precincts for a future rezoning of the land into a Business 4 Zone.

Moved: Cr Kam
Seconded: Cr Gibson

That Council defers consideration of this item for 2 weeks to enable Councillors to consider information provided on the evening of 4 May 2009.

The Motion was put and LOST

The Original Motion became the Motion before the Chair.

Moved: Cr Lougheed

Seconded: Cr White

That Council adopts the *Latrobe City Council Bulky Goods Retail Sustainability Assessment (March 2009)* and selects Site #6 - Morwell East #1 Princes Highway, west of National Road and Site #11 - Traralgon East #2 Princes Highway, west of Stammers Road, as the preferred sites for dedicated bulky goods precincts for a future rezoning of the land into a Business 4 Zone.

CARRIED

ATTACHMENT

Figure 1: Aerial Photograph of Site #6



Figure 2: Aerial Photograph of Site #11



*Latrobe City Council Bulky Goods Retail Sustainability Assessment
(March 2009), MacroPlan Australia*

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11.3.3 NEWBOROUGH SOCCER FACILITY IMPROVEMENTS

AUTHOR: General Manager Built and Natural Environment Sustainability
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to seek endorsement for an amended capital works program to improve soccer facilities at Burrage and Monash Recreation Reserves in Newborough.

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

Latrobe 2021 and Council Plan 2008-2012

Strategic Objective - Liveability

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

Community Outcome - Recreational Liveability

By enriching the vibrancy and diversity of community life through promoting and supporting recreational services and facilities in the municipality.

Strategic Actions - Recreation Liveability

- Assess and evaluate future recreational opportunities to address community aspirations;
- Encourage greater participation in all recreation pursuits;
- Increase the accessibility of Latrobe City's recreation and sporting facilities;
- Develop and maintain high quality recreation facilities in partnership with the community; and
- Promote active living and participation in community life.

Moe Newborough Outdoor Recreation Plan (MNORP)
Master plans created for both Burrage and Monash Reserve that identified the opportunity for improvements to the provision of soccer facilities at these reserves.

Soccer Facilities Plan 2008

Supported the projects identified in the Moe Newborough Outdoor Recreation Plan.

3. BACKGROUND

During consultation for the development of the Moe Newborough Outdoor Recreation Plan (MNORP) both Monash (MSC) and Newborough Yallourn United (NYUSC) soccer clubs identified a number of issues they were currently facing.

Monash Soccer Club

- Poor condition of existing built facilities
- Lack of female and referees facilities
- Insufficient pitch access (exclusive use of oval and shared use of second pitch)

Newborough Yallourn United Soccer Club

- Difficulty in operating and managing two facilities
- Poor condition of Torres Street pitch
- Lack of lighting at Burrage Reserve

The draft MNORP that was released for public comment, proposed to relocate Yallourn Newborough United Soccer Club to Burrage Reserve, with Monash Soccer club to take over use of the Torres Street pavilion as its home base, within the Monash Reserve.

This consolidation and relocation would result in the decommissioning of the current Monash pavilion. Both clubs provided submissions (attached) supporting the proposal provided that works were completed on both facilities to bring them up to the desired standard.

When preparing the MNORP for adoption it was apparent that all the works desired from both clubs would not be achievable with the funding available. The decision was made to allocate \$140,000 towards the short term improvements to the existing Monash clubrooms. Council adopted the Moe Newborough Outdoor Recreation Plan on 5 November 2007 with the following resolution:

1. *That Council adopts the Moe Newborough Outdoor Recreation Plan (October 2007).*
2. *That the projects selected for completion in 2008/09 financial year at the Joe Tabuteau, Ted Summerton, Burrage and Monash Reserves be endorsed and referred for consideration in the 2008/09 budget.*
3. *That the minor projects identified in the plan be completed during 2007/2008.*
4. *That the Olympic Reserve Building upgrade be referred to the 2009/2010 Community Facility Fund application process as a major grant.*

The clubs recognised that this was a short term solution only and would not address any of the other issues being faced by the clubs. Since this time there have been a number of discussions held with both clubs, to consider if the allocated funds could be utilised in progressing towards the vision for these facilities identified in the MNORP.

4. **ISSUES**

As a result of the ongoing discussions on the improvement to soccer facilities in Newborough a revised works program has been developed. The works program is supported by both clubs and progresses the vision for the facilities as identified in the MNORP.

To allow Newborough Yallourn to consolidate their activities to Burrage Reserve the following works are required at the reserve.

Project	Cost
Lighting upgrade – Three poles, two on main ground one on second ground and switch board improvements	\$70,000
Building improvements – toilet and access improvements	\$30,000
Access to school grounds	Nil

To allow Monash Soccer Club to relocate to the Torres Street facility at Monash Reserve the following works are required at the reserve.

Project	Cost
Reshape and reseed ground	\$30,000
Building improvements – female and umpire rooms	\$60,000
Landscaping	\$10,000

Both clubs have considered this proposed works program and agree it will result in greater improvements to the facilities than originally proposed in the implementation plan of the MNORP.

These identified projects will be programmed to allow Yallourn Newborough Soccer Club to relocate to Burrage Reserve and Monash Soccer Club to operate from the Torres Street pavilion at Monash Reserve from the commencement of the 2010 season.

The Torres Street pavilion and ground is commonly known as the W.H Corrigan Reserve, named after a founding member of the Newborough Yallourn United Soccer Club. The club, in supporting the proposed relocation, has requested that the W.H Corrigan name be transferred with the club to Burrage Reserve and be used to refer to the main soccer pavilion. As the reserve has not been formally named through the geographic place names register there is no formal process involved in transferring this name to the pavilion at Burrage Reserve. However, it may be prudent to provide an opportunity for the broader community to express views prior to a final decision regarding the naming of the Burrage reserve pavilion.

5. FINANCIAL AND RESOURCES IMPLICATIONS

The proposed works list has been quoted and estimated at \$100,000 for each reserve. The 2008/09 capital works program contains an allocation of \$140,000 towards the development of Monash Reserve.

The draft 2009/10 capital works program contains a further \$60,000 towards implementing actions from the MNORP.

These two allocations of funds are accepted by the clubs as sufficient to deliver the required projects to achieve the objectives of the MNORP.

6. INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

One on one meetings with Monash and Newborough Yallourn Soccer Clubs

Details of Community Consultation / Results of Engagement:

The Moe Newborough Outdoor Recreation Plan was developed through significant consultation with all reserve stakeholders. Since the adoption of the plan numerous meetings and discussions have been held with both Monash and Newborough Yallourn Soccer Clubs as follows:

Monash Soccer Club 3 February 2009;
Newborough Yallourn Soccer Club 5 February 2009; and
Meeting held with both clubs on 11 March 2009.

As a result of these meetings, both clubs have indicated that they support the proposed alteration to the implementation of the Moe Newborough Outdoor Recreation Plan.

7. OPTIONS

The options available to council include:

1. Alter the 2008/09 and 2009/10 capital works program to reflect the projects identified in this report;
2. Decline to alter the capital works program and deliver the projects identified in the MNORP implementation plan; or
3. Withdraw funding allocated in the 2008/09 and 2009/10 capital works programs allocated to the improvements at Burrage and Monash Reserves.

Option one is supported by the primary users of these reserves and addresses the issues identified in the MNORP.

8. CONCLUSION

The MNORP provides clear strategic direction on the best option to address the issues identified by the clubs. Implementing a program of works to allow for the relocation of Newborough Yallourn Soccer Club to relocate to Burrage Reserve and for Monash Soccer Club to be allocated use of the entire Monash Reserve is agreed to be the best long term solution to issues faced by the clubs.

9. RECOMMENDATION

1. **That Council supports the intention for Yallourn Newborough Soccer Club to relocate to Burrage Reserve and Monash Soccer Club to operate from the Torres Street pavilion at Monash Reserve from the commencement of the 2010 season.**
2. **That the allocation of \$140,000 in the 2008/09 capital works program towards improvements to Monash reserve be reallocated to the following projects;**
 - **Training lights Burrage Reserve \$70,000**
 - **Pavilion improvements Burrage Reserve \$30,000**
 - **Surface improvements to the Torres Street ground Monash Reserve \$30,000**
 - **Minor Landscaping works Monash Reserve \$10,000.**

- 3. That subject to budget consideration the allocation of \$60,000 in the 2009/10 capital works program be utilised for the improvement of the Torres Street pavilion at Monash Reserve.**
- 4. That Council gives notice of its intention to consider naming the pavilion at Burrage Reserve the W.H Corrigan Pavilion and that submissions be invited and considered at the Council meeting to be held 6 July 2009.**
- 5. That Council supports the demolition of the existing Monash pavilion and that further investigation is completed to establish the cost to demolish this facility.**

Moved: Cr Gibson

Seconded: Cr Vermeulen

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

ATTACHMENT

Monash Soccer Club submission on draft Moe Newborough Outdoor Recreation Plan



ABN: 17 090 674 336

MONASH SOCCER CLUB

MONASH RESERVE, RAWLINGS WAY, NEWBOROUGH

CORRESPONDENCE TO
P.O. BOX 5

NEWBOROUGH VIC 3825.

PRESIDENT: PETER DIXON.

SECRETARY: DALE BARROW

EMAIL: MONASH.GSL@FFV.ORG.AU

17th October 07

**Ian Murphy
Recreation Manager
Latrobe City**

**RE : MOE / NEWBOROUGH OUTDOOR RECREATION PLAN – MONASH RESERVE & W.H
CORRIGAN RESERVES**

The Monash Soccer Club fully supports the current proposal for the consolidation of Newborough/Yallourn at Burrage reserve, and the relocation of the Monash Soccer Clubs main ground to Corrigan Reserve.

The original Monash Proposal involved the construction of improved facilities at its present location. Due to the identified unfeasibility of this proposal, Latrobe City have offered the alternative arrangements. As the club had not foreseen this development, time is required to identify any issues and works that may be required. Once these identified works have been undertaken, the Monash Soccer Club believes that the facility they will inherit will be of a suitable standard for its members and the foreseeable future of the club.

The draft proposal has no planned timelines for this work. There are a number of planned works to be undertaken prior to the move. This move will also require significant planning by the Monash Soccer Club to facilitate this relocation. As a result, a timeline for the move is requested to enable planning for this to commence. The club believes that if the council is able to undertake the major works prior to the start of the upcoming season, then relocation prior to the 2008 Soccer Season is possible.

The Monash Soccer Club has a number of concerns and issues that need to be implemented as part of the relocation to ensure the best use of the facilities for the community and the clubs members. These issues are then outlined in detail in the following paragraphs.

1. The current clubrooms have no facilities for Women players and referees.
2. The surface of Corrigan reserve is not at Senior Match standard.
3. The lighting of Corrigan reserve should be upgraded to Playing Standard
4. The removal of the existing security fence is not supported
5. A secure Switchboard for Monash No. 1 Grounds existing lighting is required.
6. All locks on the Current facilities need to be changed.
7. Monash will require use of the Monash No.1 ground for training and possible matches.
8. Provisions for the Monash Soccer Clubs water tank will be needed.
9. Concerns regarding available parking size and surface needs to be discussed.
10. A safety fence is required at the Torres St end of Monash No.2 ground.
11. Remedial works around the current Corrigan ground is required due to poor drainage.
12. Minor Renovations of the remainder of the Corrigan Clubrooms will be undertaken.

Latrobe City	
19 OCT 2007	
Doc. No:	
Action Officer:	
Disposal Code:	

The current clubrooms has no facilities for Women players and referees.

The Monash Soccer Club is a strong supporter of Womens Soccer in the region. The club is aiming at fielding at least a Senior Womens and Junior Girls team in the proposed GSL Womens League for the coming season. On top of this, the club will continue to have female players playing in its junior ranks. There are also a number of female referees within the league. These groups require separate amenities, including showers and toilets, as shown in the attached draft proposal.

The surface of Corrigan reserve is not at Senior Match standard.

This ground requires a surface and drainage upgrade to improve the surface to that required for senior matches. The ground in recent years has suffered due to overuse and poor drainage. Once improvement works have been undertaken, the club will work hard to preserve the standard of the ground for the long term future. Existing drains on the Southern and Western sides of the ground are not performing their intended function (ie removing excess water). Upgrading and or cleaning these are required.

The lighting of Corrigan reserve should be upgraded to Playing Standard

This will require the installation of the missing light tower/pole at the South western end of the ground. This will enable the club to play both junior and senior night games at the facility, further enhancing the long term future of the club.

The removal of the existing security fence is not supported

This fence provides a secure facility which is a requirement for GSL Cup games, and a deterrent to vandals. Controlled access is also required for all 1st division GSL Senior matches as payment for attending is collected. The club however recognizes the poor access to the Monash No. 2 ground, which is a concern for the club for its operations. The club proposes that a set of large double gates is installed near the existing pedestrian gate. This will facilitate the intent of the Latrobe City proposal, and satisfy the requirements of the club. The removal of plants and shrubs in this area to improve security and aesthetics is supported.

A secure Switchboard for Monash No. 1 Grounds existing lighting is required.

The current switchboard for these lights is located within the Monash Clubrooms. These facilities are planned for removal. The preferred option is the relocation of the switchboard to the Corrigan Clubrooms. However, if this proves to be unfeasible, a secure switchboard, protected from Vandals and the weather will be required. An option for this may be within the proposed new public Toilet and shelter facility.

All locks on the Current facilities need to be changed.

Due to the changeover of ownership of this facility, new locks will be required throughout. This will ensure that the clubs assets can be safely secured, as we have not had control of who currently has access keys to this building.

Monash will require use of the Monash No.1 ground for training and possible matches.

The Monash Soccer club will still require use of the existing Monash No. 1 ground for training purposes, and possible matches in the future. This will ensure the club has the necessary room to continue expanding. Use of this ground for training will also assist the club in preserving the condition of the Corrigan Main ground, which currently suffers from overuse. The Club supports the removal of the existing fence and cricket pitch. The current goals would be installed during the soccer season. This preserves the intent of the council open space plan for this area.

Provisions for the Monash Soccer Clubs water tank will be needed.

This water tank was obtained by the club to drought proof its future. This tank will ensure that a good quality and safe playing surface can be maintained once improvement works have been undertaken. Plumbing for this tank will be required from the existing roof area to a suitable tank location.

Concerns regarding available parking size and surface needs to be discussed.

The current parking provisions at the Corrigan ground are prone to become muddy, and areas unusable during the winter period as identified by the draft proposal. The defined parking area is not large enough to cater for the number of cars which regularly attend games and events. Parking along Torres street is not an option for safety concerns due to the busy road and junior members. Assess to the eastern side of the ground has been identified as a possible area where car parking can be facilitated. The use of road base on all parking areas should ensure all weather parking.

A safety fence is required at the Torres St end of Monash No.2 ground.

This ground will be used primarily by juniors for training and games. Balls often end up on Torres street due to the orientation, location and slope of the ground. This is a major safety concern for the club and its members. The provision of a safety fence (proposed 900mm chain mesh) would help mitigate these safety concerns.

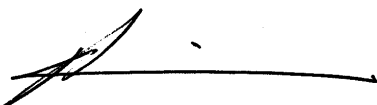
Remedial works around the current Corrigan ground is required due to poor drainage

Drainage in spectator and playing ground access areas at the southern end of the pavilion is poor, and each year turns to a mud region. Drainage works in this area is required. This section should be concreted/asphalted to stop the mud in this high traffic area.

Minor Renovations of the remainder of the Corrigan Clubrooms will be undertaken.

The Monash Soccer Club proposes to undertake renovations of its new facilities. This will include minor works to accommodate current Monash assets, to ensure maximum suitability of the new facility, and will include external painting works. The scope of this work will be finalized once access to the building is provided.

The Monash Soccer Club is happy to discuss these identified concerns, along with all aspects of the Draft Moe/Newborough Outdoor Recreation plan with Latrobe City in the coming future. Please contact me on 5127 1292 or 0407 271 292 to arrange a time for discussion.
For the good of the game



Peter Dixon
President
Monash Soccer Club

Newborough Yallourn United Soccer Club submission on draft Moe Newborough Outdoor Recreation Plan

15 October 2007

Ian Murphy
Project Coordinator
Latrobe City

Re: Moe Newborough Outdoor Recreation Plan

On reading the plan our club is relatively happy with the proposal with the following notations for your attention. With the lighting issue at our grounds the club would be willing to contribute towards some of the costs within reason towards lighting 3 if not all grounds. This is something we would like to discuss as the plan progresses. Please note the following:

- Would need some form of lighting on the 3rd or 4th grounds. Will not have enough room for all teams to train if we do not want to overuse main pitch. They can not interfere with cricket pitch. (Perhaps back light from the proposed 2nd ground lights)
- Goal Posts on at least one end would need to be portable on the 3rd and 4th grounds to allow for cricket to be played in the summer going by the proposed drawings. Storage of goals in summer????
- No fencing mentioned to prevent balls from entering private yards along Southwell Ave (Have in the past gone for grants and been unsuccessful).
- Clarification is required on relocation, chattels, naming of the W.H. Corrigan Reserve as was the founding member for the Newborough United Soccer Club. The club would like to see this name taken to new premises in some form either rename one of the pitches, or renovated club rooms.
- Need consultation on building plans and opportunity for the club to have input to suggestions.
- Public seating and water access for both drinking and watering the grounds on the far pitches. As this will predominantly be junior grounds, seating would be needed and because of the distance from the main clubrooms water for drinking would also be an issue that needs attention.

Regards

Helen Troughton President Newborough/Yallourn United Soccer Club

Monash Soccer Club support for projects identified



P.O. Box 5
Newborough Vic 3825.

MONASH SOCCER CLUB

Monash Reserve, Rawlings way, Newborough

ABN: 17 090 674 336

President: Peter Dixon
Secretary: Dale Barrow
email: monashsc@gippslandsoccer.com.au

Carol Jeffs
Manager City Planning and Development
Latrobe City Council
PO Box 246
Morwell, Victoria 3840

Dear Ms Jeffs

Re: Proposed Improvements to Soccer facilities in Newborough

In response to the formal proposal presented to Monash Soccer Club by the Latrobe City Council regarding the proposed Improvements to Soccer Facilities in Newborough, we are pleased to inform you that Monash Soccer Club Committee of Management support the proposal in its current form.

As for the relocation of our Club, both Corrigan Reserve and Burrage Reserve offer a vast improvement over our current facilities. Our preferred option would be for us to relocate to the Burrage Reserve facility, We believe this would give the club a fresh start and not just getting what Newb/Yall don't want. We do understand that Newborough Yallourn United occupies both sites, but final decision rests with the Latrobe City, a decision the Monash soccer Club will abide with

We understand that this has been a sometimes complicated and lengthy process for both Council and the Clubs, and look forward to working with Council to implement the final proposal.

Yours in sport,

Peter Dixon
President
Monash Soccer Club
Mob. 0407 271292



Harvey Norman Moe



Newborough Yallourn Soccer Club support for projects identified



NEWBOROUGH YALLOURN UNITED SOCCER CLUB INC.

REG. NO. A0031782M

Burrage Reserve: John Field Drive
Corrigan Reserve: Torres Street
P.O. Box 175, Newborough VIC. 3825

Ph: 5127 5859
Ph: 5127 2503
ABN: 45 480 372 865

P: Helen Troughton 5127 3018
S: Susan Ryan 5127 6887
T: Steve Baldacchino 5127 8823

9 April 2009

Dear Carol Jeffs

In regards to the proposed improvements to soccer facilities in Newborough, we have held a special annual meeting with our members and discussed the council's proposal of Newborough – Yallourn United moving to one venue of Burrage reserve. The result of the discussion was that we accept the council's proposal of our move to Burrage, as stated in your letter dated 13 March 2009.

Our members have a great attachment to our life member William Corrigan and requested that his name be brought down to be used in some way at our club eg. Maybe a pavilion named in his honour, therefore taking the name with us away from Torres St.

We would be interested to discuss with you when funds will be available so we can start this process as soon as possible.

Yours truly,

Susan Ryan
Secretary NYUSC

Newborough Yallourn United Soccer Club is proudly sponsored by...



COMMUNITY LIVEABILITY

11.5.1 LATROBE CITY COUNCIL MUNICIPAL EARLY YEARS PLAN - PROPOSED EXTENSION TO 2010

AUTHOR: General Manager Community Liveability
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to advise Council of the current status of the review of the Latrobe City Council Municipal Early Years Plan 2004-2008 and propose an extension to the current plan to enable development of a new Plan under a revised template.

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

Latrobe 2021 and Council Plan 2008-2012

Strategic Objective - Liveability

To promote and support social, recreational, cultural and community life by providing both essential and innovative services and facilities within the municipality.

Community Outcome - Community Liveability

By enhancing the quality of residents lives, by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and 'sense of place'.

Strategic Action - Community Well-being

Promote engagement services that support social, physical and mental health through all stages of life.

3. BACKGROUND

Recent government policies and funding processes at both State and Federal levels recognise that the early years of life are of major importance in the growth and development of healthy, responsible and caring members of the community. This has led to a requirement by the State Government for all local governments to develop a plan focused on the early years.

In 2004 the Municipal Association of Victoria (MAV) in partnership with the Department of Human Services (DHS) developed a framework to assist local governments to develop Municipal Early Years Plans (MEYP). A MEYP is a local plan designed to provide strategic direction for the development and coordination of educational, care and health programs, program activities and other local developments that impact on children aged 0 to 6 years in a municipality.

The first Latrobe City Council Municipal Early Years Plan 2004-2008 was adopted by Council at its ordinary meeting of 20 February 2005. Most municipalities are currently engaged or about to engage in developing a second round of MEYPs.

4. **ISSUES**

A review of the Latrobe City Council MEYP commenced in 2008 with a view to presentation of a revised version to Council for consideration in late 2008 and was included as an action in the 2008-2012 Council Plan.

In September 2008 the Department of Education & Early Childhood Development (DEECD) advised that a new template would be developed for the second round of Municipal Early Years Plans from 2008 onwards in collaboration with the MAV.

The new template was expected to be available in late 2008 or early 2009. This would have coincided with the outcome of the current review of the Latrobe City Council MEYP. In March 2009 the MAV advised that the template is now expected to be available in late 2009.

As a result the current MEYP would have effectively expired before a new plan could be presented to Council for consideration. The current MEYP contains a number of actions which are still relevant and being implemented and the new template is likely to contain several new requirements. It is therefore proposed that the current Latrobe City Council MEYP be extended until 30 June 2010.

The actions in the existing MEYP that are still current include:

- Establishment of a Children's Services Network – *being undertaken through the Best Start Partnership project.*
- Maintain and extend the "Smiles 4 Miles" program in preschools – *in place and ongoing.*

- Support the work of agencies to increase asthma education services – *monitored by Maternal & Child Health and community health services and a procedure requirement in childcare and preschool services.*
- To increase Maternal & Child health participation in the 6 month to 4 years group of children – *a current priority project for Maternal & Child Health services across Victoria.*
- To increase breast feeding rates - *a current priority project of Maternal & Child Health and Best Start.*
- To increase Family Day Care capacity – *a current business plan action for Latrobe City's Child & Family Services Department.*
- To promote regular attendance of enrolled children at Preschool – *improving universal access to preschool is a current project of Council's Child & Family Services department.*
- To establish a multi-disciplinary Children's Hub in each major town – *a current priority for Council through the TELC and MELC Redevelopment Projects and the Churchill & District Community Hub.*

A number of other actions such as providing support for vulnerable families are being addressed through programs such as Neighbourhood Renewal or other organisations such as the Child First partnership.

Extension of the current MEYP will enable the outcome of the MEYP review to be incorporated directly into the new template and avoid the need to present two MEYPs to Council for consideration within 12 months. It will also enable new information recently released, including the results of the Australian Early Development Index and the Best Start socio-demographic atlas, to be incorporated into the new Plan.

5. FINANCIAL AND RESOURCES IMPLICATIONS

Extending the current MEYP will not have any additional financial or resource implications for Council, as the actions it contains have already been incorporated in the business plans of relevant Council departments.

6. INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Both the current MEYP and the review process have involved extensive consultation including the use of parent focus groups, meetings with stakeholder groups and community organisations, and surveys. A further round of consultation will be undertaken when the new MEYP template is released.

Details of Community Consultation / Results of Engagement:

The current Latrobe City Council MEYP outlines the outcomes of the community consultation process undertaken during its development. The review has also highlighted a number of new or improved areas for consideration including access to preschools and maternal & child health services, support for vulnerable families and partnerships between community services.

7. OPTIONS

Council has a number of options in relation to the status of the current Latrobe City Council MEYP:

1. Extend the current MEYP to 30 June 2010 to allow for a new MEYP to be drafted using the revised template due to be released later in 2009.
2. Allow the current MEYP to expire pending development of a new MEYP.
3. Continue development of a new MEYP for consideration by Council based on the current template and undertake a further review and revision of the MEYP including presentation of a new version for consideration by Council when the new template is released.

As the MEYP is a key council policy document and underpins a number of projects and funding submissions, option two may be detrimental to current and future funding submissions.

Option three would entail duplication of action and limit effective implementation of a second MEYP while a third review is underway.

8. CONCLUSION

The development and implementation of MEYPs are a key responsibility for local government in Victoria through a State/MAV memorandum of understanding on early years services.

The Latrobe City Council MEYP has been in operation since 2004/5. A review of the MEYP is identified in the 2008-2012 Council Plan as an action to be completed in the current financial year.

Recently the State Government and MAV advised that a new template for MEYPs would be developed and is now expected to be available in late 2009. Therefore it is proposed to extend the current Latrobe City Council MEYP until 30 June 2010 to enable the revised plan to be developed within the new template in the 2009/10 financial year.

9. RECOMMENDATION

1. That Council extends the Latrobe City Council Municipal Early Years Plan 2004-2008 until 30 June 2010.
2. That the review of the Latrobe City Council Municipal Early Years Plan 2004-2008 be deferred to the 2009/2010 financial year.

Moved: Cr O'Callaghan

Seconded: Cr Gibson

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

ATTACHMENT

Latrobe City Council Municipal Early Years Plan 2004-2008

11.5.2 NIGHT RIDER BUS SERVICE

AUTHOR: General Manager Community Liveability
(ATTACHMENT – NO)

1. PURPOSE

The purpose of this report is to provide an update on the trial of the Night Rider bus service from the Traralgon CBD entertainment precinct, and to request that the Mayor writes to the Minister for Public Transport seeking funding for a continuation of the service.

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

Latrobe 2021 and Council Plan 2008-2012

Strategic Objective – Liveability

To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

Community Outcome – Community Liveability

By enhancing the quality of residents lives by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and 'sense of place'

Strategic Action

Support government agencies, non government agencies and the community in reducing crime, violence and anti social behaviour, by implementing ongoing actions to reduce family violence, drug and alcohol abuse, improve road safety and enhance safety at home.

3. BACKGROUND

The Traralgon CBD Safety Group was supportive of applying for a grant to conduct a Night Rider bus service to provide safe and affordable late night transport from the Traralgon CBD entertainment precinct to large towns in Latrobe City.

A grant was received from the Transport Accident Commission which provides sufficient funding to conduct a trial for a ten week period, on Sunday mornings. The trial commenced on Sunday, 15 March 2009 and will run until Sunday, 17 May 2009.

The service is provided by Latrobe Valley Bus Lines and includes the provision of two security guards on the bus. Arrangements are made for taxis to be available for patrons at the drop off points.

There are two services, which leave Traralgon at 2.30 am and 4.30 am. The drop off points include Mid Valley, Morwell railway station, Gunns Gully, and Moe railway station. An additional service to Churchill was introduced on Sunday, 29 March, leaving Traralgon at 3.30 am.

4. ISSUES

The service has been quite well supported with the number of patrons shown below.

Date	Time	Destination	Patron numbers
15 March 2009	2.30 am	Morwell & Moe	15
	4.30 am	Morwell & Moe	15
22 March 2009	2.30 am	Morwell & Moe	16
	4.30 am	Morwell & Moe	32
29 March 2009	2.30 am	Morwell & Moe	6
	3.30 am	Churchill	16
	4.30 am	Morwell & Moe	62
5 April 2009	2.30 am	Morwell & Moe	7
	3.30 am	Churchill	8
	4.30 am	Morwell & Moe	15
12 April 2009	2.30 am	Morwell & Moe	1
	3.30 am	Churchill	3
	4.30 am	Morwell & Moe	6
19 April 2009	2.30 am	Morwell & Moe	5
	3.30 am	Churchill	2
	4.30 am	Morwell & Moe	27

The figures to date show that the 4.30 am service is more popular than the 2.30 am service. The numbers were down on 12 April which was Easter Sunday. A discussion at the last Traralgon CBD Safety Group indicated that the night clubs were busier on the Thursday night of the Easter weekend.

At the meeting of the Traralgon CBD Safety Group on Thursday, 16 April there was unanimous endorsement for funding to be sought for the continuation of a Night Rider bus service. Stakeholders at this meeting included Victoria Police, Traralgon Chamber of Commerce, Traralgon Taxis, Latrobe Valley Bus Lines, entertainment venues and Latrobe City.

5. FINANCIAL AND RESOURCES IMPLICATIONS

The grant of \$20,000 provided by the Transport Accident Commission is sufficient to provide a ten week trial of two services to Morwell and Moe, and the inclusion of one service to Churchill. The trial includes a \$5 cost to patrons for tickets to the service.

The annual cost of this service model is therefore in the order of \$100,000, however other models could be considered at a reduced cost.

There is no identified program that would provide ongoing funding for a Night Rider bus service.

6. INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

There has been engagement with key stakeholders through the Traralgon CBD safety committee.

Details of Community Consultation / Results of Engagement:

The views of patrons and venue staff were sought at a safe streets summit held with 26 young participants on 13 October 2008. Transport home from the Traralgon entertainment precinct was identified as one of the key issues.

7. OPTIONS

The funding from the Transport Accident Commission was provided to allow a trial of a Night Rider bus service to be conducted. Efforts to secure funding to provide for a continuation of the service could be left until the trial is completed and evaluated.

The Traralgon CBD Safety Group is however unanimous in its view that the Minister for Transport should be requested to provide an ongoing Night Rider bus service. This request is based on the patronage and support for the service and the significant potential for improved social outcomes.

8. CONCLUSION

The Transport Accident Commission provided a \$20,000 grant for the provision of a trial of a Night Rider bus service from the Traralgon entertainment precinct. The grant was sufficient to provide a ten week trial with the provision of tickets at \$5 per head.

The service has been running for six weeks and has been well patronised, particularly the 4.30 am service to Morwell and Moe.

At a meeting on 16 April 2009 the Traralgon CBD Safety Group unanimously endorsed Council making an approach to the Minister for Public Transport to continue the Night Rider bus service.

9. RECOMMENDATION

- 1. That Council endorses the Night Rider bus service for safe movement and dispersal of patrons from the Traralgon CBD entertainment precinct.**
- 2. That the Mayor writes to the Minister for Public Transport requesting that a Night Rider bus service, from the Traralgon CBD entertainment precinct to other towns in Latrobe City, be funded and continue on an ongoing basis.**

Moved: Cr Fitzgerald
Seconded: Cr O'Callaghan

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

GOVERNANCE

11.6.1 DOCUMENTS PRESENTED FOR SIGNING AND SEALING

AUTHOR: General Manager Governance
(ATTACHMENT - NO)

PP2008/352	Section 173 Agreement pursuant to the Planning and Environment Act 1987 between Latrobe City Council and Alistair Duncan and Gail Robertson as the Owners of the land described in Certificate of Title Volume 10468 Folio 836 being Lot 1 on PS 421965J situated at 40 Nardinos Road, Yallourn North providing that the land will not be further subdivided so as to increase the number of lots; and that buildings may only be constructed within the building envelopes on proposed Lot 1 and be outside the areas of remnant native vegetation, together with restrictions on effluent disposal, driveways, grazing, standing trees and fallen timber within the area of remnant native vegetation; pursuant to Conditions 3 & 4 of Planning Permit No. 2008/352 for a 2-lot subdivision and use of proposed Lot 1 for a Single Dwelling dated 3/2/09.
PP2008/79	Section 173 Agreement pursuant to the Planning and Environment Act 1987 between Latrobe City Council and Adrian Nicholas Fairley and Dianne Marjorie Fairley as the Owners of the land described in Certificate of Title Volume 08914 Folio 190 being Lot 1 on PS 93437 situated at 10 Wilga Crescent, Traralgon providing that developer contributions will be paid for required infrastructure including roads, drainage and street lighting; and requiring each lot to install a stormwater retention tank as part of any dwelling construction capable of retaining run-off for a 5 year ARI storm event; pursuant to Condition 3 of Planning Permit No. 2008/79 for a 4-lot subdivision dated 21/5/08.
	Funding Agreement between the Commonwealth of Australia (as represented by the Department of Health and Ageing) and Latrobe City Council for a Grant of up to \$176,000.00 (inclusive of GST) for the construction of a new multi purpose sport and recreation facility and redevelopment of existing facilities at the Traralgon West Sports Complex, Douglas Parade, Traralgon.
PS 608273A	Transfer of Land under Section 45 of the Transfer of Land Act 1958 between Latrobe City Council as Transferor and Central Gippsland Region Water Corporation as Transferee to acquire Reserve No.1 on Plan of Subdivision PS 608273A (under Section 35 of the Subdivision Act 1988) required for the Traralgon West Pump Station being part of the land comprising Latrobe Regional Airport situated at 75 Village Avenue, Traralgon by an agreement between the parties to transfer the Reserve land to the Transferee upon registration.

RECOMMENDATION

1. That Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement between Latrobe City Council and Alistair Duncan and Gail Robertson over the land contained in Certificate of Title Volume 10468 Folio 836 situated at 40 Nardinos Road, Yallourn North pursuant to Conditions 3 and 4 of Planning Permit No.2008/352.
2. That Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement between Latrobe City Council and Adrian Nicholas Fairley and Dianne Marjorie Fairley over the land contained in Certificate of Title Volume 08914 Folio 190 situated at 10 Wilga Crescent, Traralgon pursuant to Condition 3 of Planning Permit No.2008/79.
3. That Council authorises the Chief Executive Officer to sign and seal the Funding Agreement with the Commonwealth of Australia (as represented by the Department of Health and Ageing) for a Grant of up to \$176,000.00 (inclusive of GST) for the redevelopment of the Traralgon West Sports Complex, Douglas Parade, Traralgon.
4. That Council authorises the Chief Executive Officer to sign and seal the Transfer of Land under Section 45 of the Transfer of Land Act 1958 for the transfer of Reserve No.1 on PS 608273A Latrobe Regional Airport to the Central Gippsland Region Water Corporation for the Traralgon West Pump Station.

Moved: Cr Lougheed

Seconded: Cr White

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

11.6.2 REVIEW OF COUNCIL POLICIES

AUTHOR: General Manager Governance
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to present for Council's consideration the suite of eighty-one (81) policies comprising the Council Policy Manual 2009 - 2012 [09 POL-1].

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

Latrobe 2021 and Council Plan 2008-2012

Strategic Objective – Governance

To ensure governance and leadership through a strong commitment and adherence to democratic Processes and legislative requirements.

Community Outcome – Democratic Governance

By representing the interests of the community and conducting its affairs openly and with integrity, reflecting the highest level of good management and governance.

Strategic Action – Democratic Governance

Continually review Latrobe City Governance protocols taking into account evolving governance best practice protocols.

Policy No. GEN-GLS 001 – Council Policy Development Policy

3. BACKGROUND

Council policies, previously adopted by Council, are reviewed on a regular basis to reflect the direction of Council and to ensure they accord with any new legislative requirements.

Moreover, the existing *Council Policy Development Policy GEN-GLS 001* adopted on 19 June 2006 stipulates that a newly elected Council will conduct a formal review of all policies within six months of being elected.

Good governance principles suggest that Council should determine their policy position and then ensure that decision making is consistent with adopted policy. The last comprehensive review was undertaken in 2006.

The policy manual has been designed to make it easier to read and more accessible to Councillors and the public by placing all the policies within the one manual.

The policy manual contains 81 policies, listed in alphabetical order, which would apply throughout the term of the Council and includes the Sealing of Rural Unsealed Roads Policy 09 POL-3 and Traralgon West Interim Infrastructure Development Policy 09 POL-1 as adopted by Council on 16 March 2009.

All policies within the manual – other than the internally focussed Fraud Policy, Investment Policy, Gifts and Hospitality Policy, Essential Safety Measure Audit Policy and Financial Hardship Policy – are policies which have previously been presented to Council and undergone past community consultation when and where appropriate.

Progressively since early 2008, a total of 87 policies have been reviewed and/or developed:

- in response to the potential for future use;
- to make appropriate administrative amendments taking into consideration changes to council officer titles and name of council divisions since 2006;
- to consider each policy in light of Council's aspirations under *Latrobe 2021: The Vision for Latrobe Valley* and whether it was consistent with various aspects of the community's vision;
- to consider each policy in light of the *Charter of Human Rights and Responsibilities Act 2006* to ensure compliance with that Act.

The 2008/09 Policy Review Table set out below lists all policies considered, identifying the policy number and status assigned to each policy and the revisions made (if any) under the following headings:

No change	- no change to current policy.
New	- new policy developed.
Title change	- amendment to existing policy title.

Revised Format	- existing policy reviewed to Latrobe 2021 and Human Rights Charter with only minor amendments (if any) to reflect internal restructure and/or the passage of time; standardise formatting and sub-headings; or correct grammatical errors.
Revised Content	- existing policy reviewed to Latrobe 2021 and Human Rights Charter with significant changes in policy content.
Superseded / obsolete	- existing policy no longer required &/or superseded by another document or policy.

	Policy Title & No.	No Change	New	Title Change	Revised Format	Revised Content	Superseded / Obsolete
1	Application Fee Refund Policy 09 POL-2			✓		✓	
2	Asset Management Policy 09 POL-3				✓		
3	Audit Policy 09 POL-3					✓	
4	Australian Citizenship Ceremonies Policy 09 POL-3					✓	
5	Biodiversity and Native Vegetation Policy 09 POL-3				✓		
6	Building Over Easements Policy 09 POL-3				✓		
7	Capital Works Policy 09 POL-2					✓	
8	Car Parking Policy 09 POL-2					✓	
9	Child Care Centre Policy 09 POL-3					✓	
10	Citizen Confidentiality and Privacy Policy 09 POL-3				✓		
11	Client Complaints Resolution Policy 09 POL-3				✓		
12	Community Access and Inclusion Policy 09 POL-3				✓		
13	Community Based Aged and Disability Services Policy 09 POL-3				✓		
14	Community Grants Policy 09 POL-3					✓	
15	Construction of New Footpaths in Residential Areas Policy 09 POL-3				✓		
16	Construction of Pathways in Rural Areas Policy 09 POL-2				✓		
17	Contributory Scheme Policy 09 POL-2				✓		
18	Council Policy Development Policy 09 POL-3					✓	
19	Damage to Council Assets by Trees on Private Property Policy 09 POL-3				✓		
20	Debt Management Policy 09 POL-3				✓		
21	Debtor Control Policy 09 POL-3				✓		
22	Demolition Works Policy 09 POL-3					✓	
23	Derelict, Unsightly and Dangerous Buildings Policy 09 POL-2				✓		
24	Ecologically Sustainable Development Policy 09 POL-3				✓		
25	Economic Development Assistance Policy 09 POL-5				✓		
26	Electronic Surveillance Policy 09 POL-3					✓	
27	Energising of Street Lighting in New Subdivisions Policy 09 POL-3				✓		
28	Essential Safety Measure Audit Policy 09 POL-2		✓				
29	Extension of Waste Services Collection Policy 09 POL-3				✓		

	Policy Title & No.	No Change	New	Title Change	Revised Format	Revised Content	Superseded / Obsolete
30	Family Day Care Policy 09 POL-3				✓		
31	Fees and Charges Rebate and Waiving Policy 09 POL-3				✓		
32	Financial Hardship Policy 09 POL-1		✓				
33	Fraud Policy 09 POL-1		✓				
34	Gaming Accreditation Charter & Gambling Impact Fund Policy 09 POL-3				✓		
35	Gaming Planning Control Policy 09 POL-3				✓		
36	Gifts and Hospitality Policy 09 POL-1		✓				
37	Half Cost Fencing Policy 09 POL-3				✓		
38	Home Based Aged and Disability Services Policy 09 POL-3				✓		
39	Human Resources Policy 09 POL-3					✓	
40	International Power Children's Traffic School Policy 09 POL-3			✓	✓		
41	Investment Policy 09 POL-1		✓				
42	Loans/Guarantees to Community Groups Policy 09 POL-3				✓		
43	Local Agenda 21 Policy 09 POL-3				✓		
44	Maintenance of Nature Strips and Roadside Verges Policy 09 POL-4				✓		
45	Maternal and Child Health Services Policy 09 POL-3					✓	
46	Multipurpose Use of Preschool Facilities Policy 09 POL-3				✓		
47	Occupational Health and Safety Policy 09 POL-1					✓	
48	Performing Arts Policy 09 POL-3				✓		
49	Preschool Policy 09 POL-3				✓		
50	Provision of Resources and Support to Councillors Policy 09 POL-4			✓		✓	
51	Public and Urban Art Policy 09 POL-3			✓		✓	
52	Public Health Environmental Protection Policy 09 POL-3				✓		
53	Public Health Food & Water Surveillance Policy 09 POL-3				✓		
54	Public Health Promotion Policy 09 POL-3					✓	
55	Public Holiday Policy 09 POL-3					✓	
56	Public Library Policy 09 POL-3					✓	
57	Public Meeting Facilities Policy 09 POL-3					✓	
58	Public Meeting Policy 09 POL-3				✓		
59	Public Open Space Policy 09 POL-3					✓	
60	Public Relations and Communications Policy 09 POL-3				✓		
61	Rating of Social and Sporting Clubs Policy 09 POL-3				✓		
62	Risk Management Policy 09 POL-3			✓		✓	
63	Roadside Fatality Memorials Policy 09 POL-3				✓		
64	Sale of Council Owned Property Policy 09 POL-3					✓	
65	Sale of Goods Policy 09 POL-3					✓	
66	Sealing of Rural Unsealed Roads Policy 09 POL-3	✓					
67	Sporting Reserves, Pavilions and Recreation Facilities Policy 09 POL-3					✓	
68	Subdivision of Residential or Rural Residential Properties Policy 09 POL-4				✓		

	Policy Title & No.	No Change	New	Title Change	Revised Format	Revised Content	Superseded / Obsolete
69	Swimming Pool and/or Spa Safety Barrier Policy 09 POL-2			✓		✓	
70	Tendering Policy 09 POL-7					✓	
71	Traralgon West Interim Infrastructure Development Policy 09 POL-1	✓					
72	Tree Work Notification Policy 09 POL-3				✓		
73	Vehicle Crossings Drainage Tappings Policy 09 POL-3				✓		
74	Vehicle Crossings Policy 09 POL-3				✓		
75	Visual Arts Policy 09 POL-3					✓	
76	Volunteer Program Services 09 POL-3				✓		
77	Waste Services Exemptions and Additions Policy 09 POL-3					✓	
78	Weeds Policy 09 POL-3				✓		
79	Wind Energy Development Policy 09 POL-2					✓	
80	Works Permit Policy 09 POL-3				✓		
81	Youth Services Policy 09 POL-3				✓		
82	Community Safety in Public Space Policy GEN-CIS 017						✓
83	Disposal of Council Assets – Disclosure Policy GEN-EO 007						✓
84	Information Privacy Act 2000 Policy GEN-EO 009						✓
85	Local Laws Policy GEN-CI 016						✓
86	Mayoral Motor Vehicle Policy GEN-COS 007						✓
87	Procedure Development Policy GEN-EO 002						✓

The last six (6) policies listed in the table above were not included in the manual on the basis that:

- **Community Safety in Public Space Policy** has been superseded by Local Law No.2.
- **Disposal of Council Assets – Disclosure Policy** is redundant as disclosure of the items subject to the policy (non-confidential disposal of assets) is either available through freedom of information queries or reported to Council during normal contract or sale of property processes.
- **Information Privacy Act 2000 Policy** has been incorporated into Citizen Confidentiality and Privacy Policy 09 POL-3.
- **Local Laws Policy GEN-CI 016** is considered to be redundant. A stand alone policy is not required given the legislation in effect.
- **Mayoral Motor Vehicle Policy** has been incorporated into Provision of Resources and Support to Councillors Policy 09 POL-4.
- **Procedure Development Policy** – an administrative function which does not warrant a specific policy.

Accordingly, it was necessary to revise some titles to accurately reflect policy consolidation and/or a significant change in content, while others only required some minor amendment.

As previously mentioned, there are five new policies contained within the policy manual, namely:

- Essential Safety Measure Audit Policy 09 POL-2
- Financial Hardship Policy 09 POL-1
- Fraud Policy 09 POL-1
- Gifts and Hospitality Policy 09 POL-1
- Investment Policy 09 POL-1

Those five policies, together with the following 29 policies which have undergone a significant change in content, are summarised within the Issues section:

- Application Fee Refund Policy 09 POL-2
- Audit Policy 09 POL-3
- Australian Citizenship Ceremonies Policy 09 POL-3
- Capital Works Policy 09 POL-2
- Car Parking Policy 09 POL-2
- Child Care Centre Policy 09 POL-3
- Community Grants Policy 09 POL-3
- Council Policy Development Policy 09 POL-3
- Demolition Works Policy 09 POL-3
- Electronic Surveillance Policy 09 POL-3
- Human Resources Policy 09 POL-3
- Maternal and Child Health Services 09 POL-3
- Occupational Health and Safety Policy 09 POL-1
- Provision of Resources and Support to Councillors Policy 09 POL-4
- Public and Urban Art Policy 09 POL-3
- Public Health Promotion Policy 09 POL-3
- Public Holiday Policy 09 POL-3
- Public Library Policy 09 POL-3
- Public Meeting Facilities Policy 09 POL-3
- Public Open Space Policy 09 POL-3
- Risk Management Policy 09 POL-3
- Sale of Council Owned Property Policy 09 POL-3
- Sale of Goods Policy 09 POL-3
- Sporting Reserves, Pavilions and Recreation Facilities Policy 09 POL-3
- Swimming Pool and/or Spa Safety Barrier Policy 09 POL-2
- Tendering Policy 09 POL-7
- Visual Arts Policy 09 POL-3
- Waste Services Exemptions and Additions Policy 09 POL-3
- Wind Energy Development Policy 09 POL-2

The two policies adopted by Council on 16 March 2009 (as previously mentioned) and those policies denoted **Revised Format** in the 2008/09 Policy Review Table set out above account for the remaining 47 policies.

4. ISSUES

The five new policies contained within the policy manual were developed in response to:

- Essential Safety Measure Audit Policy 09 POL-2
This Policy was developed as a result of the restructure of the Building Services Team and council's decision to concentrate on statutory functions rather than the issue of Building Permits. This Policy supports the Essential Safety Measure Audit processes.
- Financial Hardship Policy 09 POL-1
The Financial Hardship Policy was previously an internal procedure. It was decided that it was more appropriate to have this as a Council Policy. The consultation for this policy was internal, within the Governance Division.
- Fraud Policy 09 POL-1
The Fraud Policy was developed as a result of recommendations made by the Victorian Auditor General's office. The policy was reviewed by Council's Audit Committee.
- Gifts and Hospitality Policy 09 POL-1
This Policy was developed in response to the Victorian Ombudsman's *Conflict of Interest in Local Government* Report in March 2008 and is designed to:
 - ensure compliance with legislation;
 - ensure council activities are conducted professionally without influence of favour;
 - provide clear guidelines to ensure that Councillors, staff and Council contractors are not compromised in the performance of their duties;
 - regulate and monitor patterns of behaviour; and
 - provide a transparent and accountable process for gift acceptance that promotes public confidence.

The Policy has been reviewed by both Senior Management and the Staff Consultative Committee.

- Investment Policy 09 POL-1
The Investment Policy was developed as a result of recommendations made by the Victorian Auditor General's office. The policy was reviewed by the Governance Steering Group and also Council's Audit Committee.

As a result of the review process, 22 existing policies were significantly amended in relation to policy content. The following summary of revisions is provided for those policies denoted **Revised Content** in the 2008/09 Policy Review Table set out above:

- Application Fee Refund Policy 09 POL-2
Previously titled Building Application – Building Permit Refund Fee Policy, this policy has been expanded to cover the refund of fees paid for a building permit application; report and consent application; temporary siting approval; section 173 agreement; property information request; building file information request; and related fees and charges.
- Audit Policy 09 POL-3
Amended to accord with legislation: an Audit Committee is established under s.139 of the *Local Government Act 1989*, not as a special committee of Council under s.86 of the Act.
- Australian Citizenship Ceremonies Policy 09 POL-3
This policy has been rewritten to amend the provisions relating to:
 - the relevant Federal Department and legislation;
 - the persons authorised to preside over Citizenship Ceremonies in accordance with Ministerial advice of 2 February 2009;
 - the conduct of citizenship ceremonies; and
 - Annual Report requirements.
- Capital Works Policy 09 POL-2
Revises the Capital Works Policy (GEN-MD 017) adopted by Council on 2 April 2002 as follows:
 - Review process no longer mandates that the rejection of a request generated from the community or an individual Councillor must be decided by resolution of Council.
 - Clause 3 in relation to evaluation and prioritisation procedures has also been deleted.

- Car Parking Policy 09 POL-2
This policy has been rewritten to:
 - provide for car parking infrastructure and the waiving of car parking requirements to be decided in accordance with the Latrobe Planning Scheme.
 - Include the Churchill Central Business District under the policy.

- Child Care Centre Policy 09 POL-3
 - Policy Goals expand the importance of the Early Learning Centre Service to improving the health and welfare of families living and working in the municipality.
 - Clause 2 added to ensure the provision of inclusion services that cater for the needs of children of all abilities and those from diverse cultural backgrounds.
 - Clause 5 added providing for Council to take a leadership role in planning, supporting and delivering quality childcare services.

- Community Grants Policy 09 POL-3
Policy amended to set the maximum amount of grant funding available per Community Group/Club at \$5,000.

- Council Policy Development Policy 09 POL-3
Clause 9 added providing that all current policies will be available to the public via Council's website, with access to past policies upon request.

- Demolition works Policy 09 POL-3
 - The provisions in relation to Applications for Building Permits have been rewritten;
 - The requirement for Council to maintain a s.86 Committee to report and consent on all application for demolition under s.29A of the Building Act 1993 has been deleted (in accordance with the resolution of Council on 16 February 2009).

- Electronic Surveillance Policy 09 POL-3
Exclusion Clause 4 has been added with respect to the use of cameras to monitor the health and safety of employees working in isolation.

- Human Resources Policy 09 POL-3
This Policy has been revised in line with the Human Rights Charter to provide that Council will act and properly consider human rights in all decisions relating to Council staff.

- Maternal and Child Health Services 09 POL-3
Principle purpose of the M&CH Service revised to provide for the promotion of healthy outcomes for children and their families with a comprehensive and focused approach to managing the physical, emotional and social factors affecting the prevention, promotion, early detection and intervention of child health and wellbeing concerns.
- Occupational Health and Safety Policy 09 POL-1
 - Entire policy rewritten as the policy previously contained operational framework material which is now incorporated in the *Occupational Health & Safety Operational Framework*.
 - Provision made for this Policy (only) to be countersigned by a Health & Safety Representative as the *Occupational Health and Safety Act 2004* requires Council to consult and the counter-signature will signify compliance.
- Provision of Resources and Support to Councillors Policy 09 POL-4
The Provision of Resources to Council Policy (GEN-EO 005) was rewritten to incorporate changes to Local Government Act in 2008 and provides greater link to relevant sections of the Act. It also include items from the Mayor Motor Vehicle Policy (GEN-COS 007) and the policy title has been amended to better reflect policy content.
- Public and Urban Art Policy 09 POL-3
 - Previously titled Urban and Public Art Policy.
 - Policy Goals substantially revised to incorporate 4 policy purposes: to assist Council to make decisions on Public Art projects; to encourage the retention and preservation of existing Public Art works; to encourage and promote expansion of Public and Urban Arts projects; and the management of such projects.
 - Council to encourage developers to incorporate a visual arts component of 1% in all major construction projects and to engage with Gippsland arts.
- Public Health Promotion Policy 09 POL-3
 - The list of diseases included under the Immunisation Program revised.
 - Council to provide assistance to affected school children in the treatment of head lice.

- Public Holiday Policy 09 POL-3
Policy rewritten to accord with the provisions of the *Public Holidays Act 1993* (as amended) whereby:
 - Only the Minister has the power to declare an additional or substituted public holiday; and
 - Non-metro Councils no longer have the ability to self-declare a full or half day public holiday for all or part of the municipality by publishing a notice in the Government Gazette.

- Public Library Policy 09 POL-3
Policy revised to update the library services currently available and the fees, charges and fines (if any) applicable in relation to the services provided.

- Public Meeting Facilities Policy 09 POL-3
Clause 3 amended to provide that a permit for the sale of goods/merchandise in or on Council properties is subject to the Sale of Goods Policy.

- Public Open Space Policy 09 POL-3
Policy Goals revised to stipulate 4 key framework principles: diversity, accessibility, connecting the community and sustainability.

- Risk Management Policy 09 POL-3
 - Previously titled Insurance and Risk Management Policy.
 - Entire policy rewritten as the policy previously contained operational framework material which is now incorporated in the *Risk Management Operational Framework*.

- Sale of Council Owned Property Policy 09 POL-3
This policy has been amended to allow:
 - Council the opportunity to consider whether a nominated property is (a) surplus to Council requirements [under Clause 4] and (b) surplus to community requirements [under Clause 5] concurrently - to facilitate administrative efficiency.
 - Council to invite submissions under s.223 as part of the community consultation process.
 - Real Estate Services to be sought in accordance with Council's Procurement practices.

- Sale of Goods Policy 09 POL-3
Exclusion Clause 6 added in relation to the sale of goods which are incidental to programmed activities at Council's cultural facilities eg. library book launches and gallery exhibitions.
- Sporting Reserves, Pavilions and Recreation Facilities Policy 09 POL-3
Clause 8 no longer prescribes resourcing "quarterly" user group meetings.
- Swimming Pool and/or Spa Safety Barrier Policy 09 POL-2
Policy rewritten to replace the Residential Swimming Pool Barrier Policy (GEN-CD 008) adopted by Council on 2 April 2001.
- Tendering Policy 09 POL-7
 - In accordance with s.186 of the *Local Government Act 1989* (as amended), the tender values affecting the statutory process for advertising, evaluating and accepting tenders within the policy have been revised upwards from \$100K (non-specific) to \$150K for the provision of goods and services; and \$200K for construction works.
 - Policy provides for the opening of tenders to take place in the presence of the Head of the Division (or nominee) and a member of the Procurement Team.
- Visual Arts Policy 09 POL-3
The policy goal describing the visual arts program as an integral part of Latrobe City's Economic Development Program has been deleted.
- Waste Services Exemptions and Additions Policy 09 POL-3
 - Sub-clause c.1.3 requires owner/occupiers of farms >20Ha and industrial properties to provide evidence in support of claim;
 - Sub-clause c.1.6 added with regard to Commercial properties;
 - Clause 4 now requires owner/occupier to make an application, rather than a "request";
 - Clause 5 redefines the basis for a Refund of Garbage Service fees.

- Wind Energy Development Policy 09 POL-2
At the state government level, two documents are of particular relevance: *Policy and Planning Guidelines for Development of Wind Energy Facilities In Victoria*, Sustainable Energy Authority Victoria, May 2003 and *Model Planning Permit Conditions for Wind Energy Facilities*, DPCD, February 2009. Accordingly, these documents are now specifically referred to in the policy under “Decision Guidelines”.

5. **FINANCIAL AND RESOURCES IMPLICATIONS**

There are no direct financial implications in relation to the adoption of the review of the Council Policies.

6. **INTERNAL/EXTERNAL CONSULTATION**

Engagement Method Used:

Internal Referral

Details of Community Consultation / Results of Engagement:

All policies other than the five new internally focussed policies have been through comprehensive consultation processes in their development.

The new policies in relation to fiscal guidance have been presented at the Audit Committee for review, discussion and endorsement.

7. **OPTIONS**

Council may adopt all 81 policies contained the Council Policy Manual 2009 - 2012 [09 POL-1] with the amendments detailed above or, alternatively, request a further review.

8. **CONCLUSION**

A comprehensive review of Council Policies has now been completed in accordance with the Council Plan 2008-2012 and *Latrobe 2021: The Vision for the Latrobe Valley*; the *Charter of Human Rights and Responsibilities Act 2006* and Council Policy Development Policy (GEN-GLS 001).

Accordingly, Council Policy Manual 2009 - 2012 [09 POL-1] is now presented to Council for consideration.

9. RECOMMENDATION

1. That Council revokes all Council policies current as at 3 May 2009; and
2. That Council adopts the Council Policy Manual 2009 – 2012 [09 POL-1]; and
3. That the Council Policy Manual 2009 – 2012 [09 POL-1] be made available to the public on Council's website.

Moved: Cr Gibson

Seconded: Cr Kam

That Council defers consideration of this item until the Ordinary Council Meeting to be held on 18 May 2009.

CARRIED

ATTACHMENT**Council Policy Manual 2009 – 2012 [09 POL-1]**

PLEASE NOTE THAT A COPY OF THIS MANUAL IS AVAILABLE ON CD UPON REQUEST

11.6.3 REVIEW OF LOCAL LAW NO.1

AUTHOR: General Manager Governance
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to seek Council's approval to commence the statutory process required to amend Council's Local Law No.1 – Meeting Procedure Local Law.

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

Latrobe 2021 and Council Plan 2008-2012

Strategic Objective - Governance

To provide governance and leadership through a strong commitment and adherence to democratic processes and legislative requirements.

Strategic Action

Continually monitor and review local laws to ensure they reflect the community's aspirations.

Council Plan Action

Review Local Law No.1 and present to Council for consideration.

Legislative Requirements

Council must comply with Part 5 of the *Local Government Act* 1989 ("the Act"), in regards to the procedure for making a local law. Council's requirement to make a local law governing the conduct of Council meetings is detailed in section 91 of the Act.

3. BACKGROUND

Pursuant to section 91 of the Act, Council must make a local law governing the conduct of Council Meetings. Except as provided for in the Act and in any local law, the conduct of meetings of a Council is at the Council's discretion.

When making or amending a local law, Council must comply with the following provisions of the Act:

s119. Procedure for making a local law

- (1) Before a Council makes a local law it must comply with the following procedure.
- (2) The Council must give a notice in the Government Gazette and a public notice stating—
 - (a) the purpose and general purport of the proposed local law; and
 - (b) that a copy of the proposed local law can be obtained from the Council office; and
 - (c) that any person affected by the proposed local law may make a submission relating to the proposed local law under section 223.
- (3) After a local law has been made the Council must give a notice in the Government Gazette and a public notice specifying—
 - (a) the title of the local law; and
 - (b) the purpose and general purport of the local law; and
 - (c) that a copy of the local law may be inspected at the Council office.
- (4) After a local law has been made the Council must send a copy to the Minister.

Furthermore, Schedule 8 of the Act provides:

PROVISIONS WITH RESPECT TO LOCAL LAWS

Without derogating from any other principles the following apply to local laws:

- 1 A local law must—
 - (a) accord with the letter and intent of the enabling Act;
 - (b) in the case of a principal local law, clearly set out as part of its text—
 - (i) the objectives of the local law; and
 - (ii) the precise provision authorising the local law;
 - (c) be directed towards those objectives and not go beyond them;
 - (d) adopt the means of achieving those objectives which appear likely to involve the least burden or the greatest advantage on the community;
 - (e) wherever appropriate, set performance standards rather than prescribe detailed requirements as to the manner in which those standards shall be achieved;
 - (f) be expressed plainly and unambiguously, consistently with the language of the enabling Act and in accordance with modern standards of drafting applying in the State of Victoria.

- 2A local law must not—
- (a) exceed the powers conferred by the Act under which the local law purports to be made;
 - (b) without clear and express authority in the enabling Act—
 - (i) have any retrospective effect;
 - (ii) impose any tax or fee, or any fine, imprisonment or other penalty;
 - (iii) purport to shift the onus of proof to a person accused of an offence;
 - (iv) provide for any further delegation of powers delegated by the Act;
 - (c) be inconsistent with the principles, objectives or intent of the enabling Act;
 - (d) make unusual or unexpected use of the powers conferred by the Act under which the local law is made having regard to the general objectives, intention or principles of that Act;
 - (e) embody principles of major substance or controversy or contain any matter which principles or matter should properly be dealt with by an Act and not by subordinate legislation;
 - (f) unduly trespass on rights and liberties of the person previously established by law;
 - (g) unduly make rights and liberties of the person dependent upon administrative and not upon judicial decisions;
 - (h) be inconsistent with principles of justice and fairness;
 - (i) duplicate, overlap or conflict with other statutory rules or legislation;
 - (j) restrict competition unless it can be demonstrated that—
 - (i) the benefits of the restriction to the community as a whole outweigh the costs; and
 - (ii) the objectives of the local law can only be achieved by restricting competition.

Council adopted its current Local Law No.1 on 6 December 2004. A review of the Local Law commenced in 2007 as a result of perceived ambiguities within the current law. The Local Law No.1 explicitly provides for how Council will conduct its decision making power. Given that a new Council was being elected in 2008, it was appropriate for this review to be finalised following election of the new Councillors.

The review has therefore occurred in accordance with the 2008/2009 Council Plan action: Review of Local Law No.1 and is now presented for Council's consideration.

4. ISSUES

Part 5 of the *Local Government Act* 1989 provides Councils with the authority to make local laws. It allows Councils to make local laws which incorporate any other codes, documents, standards, rules and specifications. It also allows/restricts a local law to impose a penalty or fee in certain circumstances.

Any reference to a code or standard is taken to be a reference to the code or standard applicable at the time the local law was made; a further resolution of Council is required if the referenced code or standard is amended and is to be applicable within Council's local law.

The Act also provides that Council's local law may delegate the power to a Council officer to sign, seal, issue, revoke or cancel a licence, and sign any document on behalf of the Council.

At all times, a local law of Council is subordinate to the laws of the State.

Council must ensure that all local laws are printed and available to the public.

Unless revoked sooner, a local law applies to the municipality for a period of 10 years at which time the sunset provisions within the Act declare that it will no longer be valid. Unless revoked, any amendments to a local law does not activate the 10 year time period; therefore revocation of a current local law is required for the full 10 year sunset period to take effect.

Upon review of the current Local Law No.1, it is proposed that the format of a newly adopted law would be altered to allow for greater flow to the content of the document.

In regards to the content, it is proposed that the new Local Law No.1 makes the following changes:

1. Clarification regarding the process for the election of the Mayor and Deputy Mayor (cl.10);
2. The way in which emergency meetings are conducted (cl.15);
3. Clarification about conflict of interest provisions (cl. 26);
4. Clarification about when urgent business is allowed to be introduced (cl. 27);
5. Provision of a law allowing Councillors to speak to motions when there are no objections to the motion (cl.32);

6. Clarification and explanatory information regarding the term “formal motions” (cl. 52);
7. Clarification regarding the procedure for a dissent to a point of order (cl.61);
8. Clarification about how Councillors are to raise a Notice of Motion and the time limits of same (cl. 29);
9. Introduction of the right of reply to an amendment (cl.33);
10. Clarification about Notices of Amendment as opposed to Notices of Rescission (cl.53);
11. Clarification about Notices of Rescission (cl. 53);
12. Clarification about the procedure for accepting and responding to public questions (cl. 63);
13. Clarification about the participation of the public in Council meetings (Div 10);
14. Introduction of the ability for Council to audio record meetings (cl.81); and
15. Introduction of the right of the Chief Executive Officer to make a statement in reply (cl.92).

5. **FINANCIAL AND RESOURCES IMPLICATIONS**

There are minimal financial implications in the review of Local Law No.1.

Costs of approximately \$400 will be incurred for the placing of a notice in the Government Gazette Notice and public notices in the Latrobe Valley Express. These have been budgeted for in the 2008/2009 budget.

6. **INTERNAL/EXTERNAL CONSULTATION**

Engagement Method Used:

To date the review of Local Law No.1 has been undertaken with input from various internal stakeholders.

If approved for community release, a notice informing the community of the availability of the draft document will be placed in the Government Gazette and a public notice will be placed in the Latrobe Valley Express. It will also be placed on the Latrobe City Council website for the submission period.

Community members will have 28 days after the date on which the public notice is published to provide submissions to Council. Submissions will be treated in accordance with section 223 of the *Local Government Act 1989*.

Details of Community Consultation / Results of Engagement:

The current draft document incorporates comments from various teams and committees across Council. The purpose of commencing the statutory process for adopting a local law is to seek community submissions on the proposal.

7. OPTIONS

There are three options available to Council:

1. Release the draft Local Law No.1 for public comment in accordance with sections 119 and sections 223 of the *Local Government Act 1989*.
2. Make further amendments to Local Law No.1 before releasing for public comment. This is not a preferred option as it would compromise the ability to meet Council Plan timelines.
3. Not proceed with the review of Local Law No.1. This is not a preferred option as a Council Plan action would not be fulfilled and the enhancements proposed in the draft Local Law No.1 would be delayed until another future review.

8. CONCLUSION

A review Local Law No.1 has commenced in accordance with the 2008/2009 Council Plan Action. As part of this process a draft document containing amendments to this law has been provided to Council for review. It is now timely and appropriate to release the draft document for public comment in accordance with sections 119 and 223 of the *Local Government Act 1989*.

Through the review process some ambiguities and uncertainties within the current Local Law No.1 have been identified. The purpose of the review and proposed new Local Law No.1 is to provide Councillors and the community with a clearer document, describing the way in which Council will administer its decision making powers.

The proposed document makes a number of suggested changes including a change to the overall format of the document. By providing clearer direction on the conduct of Council meetings, it is anticipated that both Councillors and the community will have a greater awareness and understanding of how Council's decision making powers are to be administered.

9. RECOMMENDATION

1. That Council, pursuant to sections 119 and 223 of the *Local Government Act 1989*, gives notice in the Government Gazette and a public notice placed in the Latrobe Valley Express of its intention to consider amending Local Law No.1 (09 LLW-1) and invites written submissions in regards to the draft Local Law No.1 (09 LLW-1);
2. That Council, in accordance with section 223 of the *Local Government Act 1989*, considers any submissions received in relation to the draft Local Law No.1 (09 LLW-1) at a Special Council Meeting to be held on 9 June 2009 at 7.00pm.
3. That Council considers adoption of the draft Local Law No.1 at the Ordinary Council Meeting to be held on 15 June 2009.

Moved: Cr Lougheed

Seconded: Cr Middlemiss

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

ATTACHMENT

Latrobe City Council Local Law No.1 – Meeting Procedure Local Law

11.6.4 REVIEW OF LOCAL LAW NO.2

AUTHOR: General Manager Governance
(ATTACHMENT – YES)

1. PURPOSE

The purpose of this report is to seek Council's approval to commence the statutory process required to amend Council's Local Law No.2.

2. POLICY IMPLICATIONS

This report is consistent with Council's Latrobe 2021 vision document and the Council Plan 2008-2012.

Latrobe 2021 and Council Plan 2008-2012

Strategic Objective - Governance

To provide governance and leadership through a strong commitment and adherence to democratic processes and legislative requirements.

Strategic Action

Continually monitor and review local laws to ensure they reflect the community's aspirations.

Council Plan Action

Review Local Law No.2 and present to Council for consideration.

Legislative Requirements

The specific legislative requirements of the *Local Government Act 1989* relating to Local Laws are detailed below:

When making a local law, Council must comply with the following provisions of the Act:

s119. Procedure for making a local law

- (1) Before a Council makes a local law it must comply with the following procedure.
- (2) The Council must give a notice in the Government Gazette and a public notice stating—
 - (a) the purpose and general purport of the proposed local law; and
 - (b) that a copy of the proposed local law can be obtained from the Council office; and

- (c) that any person affected by the proposed local law may make a submission relating to the proposed local law under section 223.
- (3) After a local law has been made the Council must give a notice in the Government Gazette and a public notice specifying—
 - (a) the title of the local law; and
 - (b) the purpose and general purport of the local law; and
 - (c) that a copy of the local law may be inspected at the Council office.
- (4) After a local law has been made the Council must send a copy to the Minister.

3. **BACKGROUND**

A review of Local Law No. 2 has commenced in accordance with 2008/2009 Council Plan action: 'Review Local Law No. 2 and present to Council for consideration.'

Section 111 of the *Local Government Act* 1989 provides councils with the authority to make local laws. These local laws are designed to assist councils to balance the needs of the individual against the needs of the broader community. They are limited to areas which local councils have jurisdiction (except those things dealt with under the planning scheme) and cannot be inconsistent with any other laws (either state or federal).

Minor amendments to Local Law No 2 were adopted in 2007. However, during that review several areas were identified as requiring closer scrutiny. These areas have now been reviewed.

4. **ISSUES**

As part of this review several sections of Local Law No. 2 have been amended to reduce ambiguity, address contemporary issues and improve consistency across the document.

A summary of the more substantive changes are as follows:

1. Expansion and clarification of definitions, including linking the penalty unit amount to the Monetary Units Act 1994 (part 1 section 9);
2. Clarification of fence obstruction requirements (part 4 section 35);

3. Wheeled recreation devices to come under same requirements of 'Use of Toy Vehicle' (part 6 section 69);
4. Definition of clear access to property line for outdoor eating facilities (part 7 section 92);
5. Clarification of restrictions on parking and driving on Council land, including recreational vehicles (part 8 section 125);
6. Enhancing Council's ability to serve a Notice to Comply in regards to dangerous and unsightly land (part 9 section 130);
7. Inclusion of chimeneas in nuisance provisions (part 9 section 137)
8. Clarifying requirements over free flying pigeons (part 11 section 154)
9. Placing onus on person in charge of a dog to carry the means of excrement removal (part 11 section 157);
10. Enhancing provisions for asbestos removal (part 12 section 165);
11. Adding requirements for food safety plan compliance assessments (part 13 section 187);
12. Clarification grazing livestock on roads requirements (schedule 1 section 8);
13. Increasing requirements for applying and giving public notice for the discharge of fireworks (schedule 1 section 22).

5. **FINANCIAL AND RESOURCES IMPLICATIONS**

There are minimal financial implications in the review of Local Law No.2.

Costs of approximately \$400 will be incurred for the placing of a notice in the Government Gazette Notice and public notices in the Latrobe Valley Express. These have been budgeted for in the 2008/2009 budget.

By linking the penalty unit amount to *the Monetary Units Act* 1994 the Local Law No.2 penalty unit will now be indexed annually rather than remaining at \$100 per penalty unit. The current value of a penalty unit is \$113.42. Applying this increase to an average number of infringements issued under Local Law No.2 would result in approximately \$1,300 increase in infringement income in 2009/2010.

6. INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

To date the review of Local Law No.2 has been undertaken with input from various internal stakeholders.

If approved for releasing for public comment, a notice informing the community of the availability of the draft document will be placed in the Government Gazette and a public notice will be placed in the Latrobe Valley Express. It will also be placed on the Latrobe City Council website for the submission period.

Community members will have 28 days after the date on which the public notice is published to provide submissions to Council. Submissions will be treated in accordance with section 223 of the *Local Government Act 1989*.

Details of Community Consultation / Results of Engagement:

The current draft document incorporates comments from various teams and committees across Council. These include: Health Services, Traffic Management, Disability Reference Group, Governance Steering Group, Animal Management, Local Laws and Property and Statutory Services.

7. OPTIONS

There are three options available to Council:

1. Release the draft Local Law No.2 for public comment in accordance with Sections 119 and Sections 223 of the *Local Government Act 1989*.
2. Make further amendments to Local Law No.2 before releasing for public comment. This is not a preferred option as it would compromise the ability to meet Council Plan timelines.
3. Not proceed with the review of Local Law No.2. This is not a preferred option as a Council Plan action would not be fulfilled and the enhancements proposed in the draft Local Law No.2 would be delayed until another future review.

8. CONCLUSION

A review Local Law No.2 has commenced in accordance with the 2008/2009 Council Plan Action. As part of this process a draft document containing amendments to this law has been provided to Council for review. It is now timely and appropriate to release the draft for public comment in accordance with Sections 119 and 223 of the *Local Government Act 1989*.

9. RECOMMENDATION

1. That Council, pursuant to Sections 119 and 223 of the *Local Government Act 1989*, gives notice in the *Government Gazette* and public notice of its intention to consider amending Local Law No.2 and invites written submissions in regards to the draft Local Law No.2;
2. That Council, in accordance with section 223 of the *Local Government Act 1989*, considers any submissions received in relation to the draft Local Law No.2 at a Special Council Meeting to be held on 9 June 2009 at 7:00pm.
3. That Council considers the adoption of the draft Local Law No.2 at the Ordinary Council Meeting to be held on 15 June 2009.

Moved: Cr Lougheed

Seconded: Cr Fitzgerald

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

ATTACHMENT

Latrobe City Council Local Law No.2

13. TEA BREAK

Adjournment of Meeting

The Mayor adjourned the Meeting at 8.31 pm for a tea break.

Resumption of Meeting

The Mayor resumed the Meeting at 8.46 pm.