



LATROBE CITY COUNCIL

MINUTES FOR THE ORDINARY COUNCIL MEETING

HELD IN NAMBUR WARIGA MEETING ROOM
CORPORATE HEADQUARTERS, MORWELL
AT 6.00PM ON
01 JULY 2019

CM535

PRESENT:

Councillors:	Cr Graeme Middlemiss, Mayor	Central Ward
	Cr Darren Howe, Deputy Mayor	East Ward
	Cr Dale Harriman	East Ward
	Cr Kellie O'Callaghan	East Ward
	Cr Dan Clancey	East Ward
	Cr Alan McFarlane	Central Ward
	Cr Darrell White OAM	South Ward
	Cr Brad Law	West Ward
	Cr Sharon Gibson	West Ward

Officers:	Steven Piasente	Chief Executive Officer
	Kate Kerslake	Acting General Manager Community Services
	Ronda Bruerton	Acting General Manager City Development
	Greg Drumm	General Manager Corporate Services
	Larry Sengstock	Acting General Manager Infrastructure & Recreation
	Hanna Steevens	Coordinator Governance
	Kieran Stewart	Governance Officer
	Jody Riordan	Manager Planning Services

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1. OPENING PRAYER

The Mayor read the opening prayer.

2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND

The Mayor read the acknowledgement of the traditional owners of the land.

3. APOLOGIES AND LEAVE OF ABSENCE

Nil.

4. DECLARATION OF INTERESTS

Councillor O'Callaghan declared a direct and/or indirect interest under Section 77B of the *Local Government Act 1989* in respect to Item 14.1.

Councillor Harriman declared an interest, not being a Conflict of Interest under Section 79B of the *Local Government Act 1989* in respect to Item 14.1.

Councillor Harriman declared a direct and/or indirect interest under Section 77B of the *Local Government Act 1989* in respect to Item 15.1.

Councillor White declared a direct and/or indirect interest under Section 78 of the *Local Government Act 1989* in respect to Item 17.1.

5. ADOPTION OF MINUTES

MOTION

Moved: Cr Gibson

Seconded: Cr McFarlane

That Council confirm the minutes of the Ordinary Council Meeting held on 3 June 2019.

CARRIED UNANIMOUSLY

6. ACKNOWLEDGEMENTS

Cr Harriman congratulated Chelsea D'Angelo, a local basketballer on her selection on the Under 19 Australian Gem's team. She will play a lead-up tournament in France and in the Under 19 World Cup competition in Thailand.

Cr Harriman also congratulated North Gippsland Football Netball League president David Kyle, Brett Nielsen and the committee from TTU Football Netball Club for the success of the recent 'RU OK' and Gippsland Pride Cup rounds.

7. PUBLIC PARTICIPATION TIME

Public Questions on Notice

In accordance with the *Council Meeting Policy*, members of the public were able to lodge a question on notice before 12.00 Noon in order for the question to be answered at the meeting.

The questions and responses are listed below.

1. From: Lorraine Di Pietrantonio

Topic: Future of Aged and Disability Services

Question: What consultation has or does Council plan to undertake with residents both those who are currently utilising services and other residents in order to obtain feedback and concerns with Council potentially withdrawing from aged care services?

Response: Once Council have considered all options in relation to the future of Aged & Disability Services, a comprehensive communications plan will be implemented with both current clients and the broader community.

2. From: Lorraine Di Pietrantonio

Topic: Future of Aged and Disability Services

Question: Have Council further explored other service delivery models for aged care such partnering with other Councils and or exploring alternatives to withdrawing from service delivery?

Response: Latrobe City Council engaged an external consultant to undertake a full Service review of Aged & Disability Services which identified a range of options to be presented to Council. One of the options canvassed is to consider a partnership approach to service delivery, specifically partnering with other local councils.

3. From: Merv Geddes

Topic: Asbestos Taskforce

Question: When was the Taskforce established?

Response: The establishment of the Latrobe Valley Asbestos Taskforce was an election commitment from the Labour State Government. The first meeting of the taskforce took place on 28 February 2019.

4. From: Merv Geddes

Topic: Asbestos Taskforce

Question: Who are the community representatives?

Response: The Latrobe Valley Asbestos Taskforce (LVAT) brings together a range of stakeholders including State and Local Governments and authorities, workers representatives and community groups. Please note this is not a Latrobe City Council commissioned committee. Membership includes representatives from the agencies and stakeholders listed below.

- Department of Environment Land Water and Planning (DELWP);
- WorkSafe Victoria (Worksafe);
- Environment Protection Authority (EPA);
- Department of Health and Human Services (DHSS);
- Latrobe Health Assembly;
- Latrobe Valley Authority (LVA);
- Latrobe City Council;
- Wellington Shire Council;
- Baw Shire Council;
- Asbestos Council/Gippsland Asbestos Related Disease Support Group (GARDS);
- Australian Manufacturing Workers Union (AMW);
- Construction, Forestry, Mining and Energy Union (CMFEU);
- Electrical Trades Union (ETU);
- Australian Workers Union (AWU);
- Australian Services Union (ASU); and
- Gippsland Waste and Resource Recovery Group

Other authorities and agencies including Gippsland Water, the Victorian Building Authority and the Municipal Association of Victoria may be invited to attend and participate in LVAT discussions and activities as needed.

Mr Merv Geddes also submitted two additional questions which will be answered at a later Council Meeting. They were read out as follows:

Topic: Asbestos Taskforce

Question: When will a report be made to the Latrobe City Council?

Topic: Protocol of Objectors to Planning Permits

Question: Our Association was an objector to Planning Permit 2017/242 and we were advised that the permit was denied in October 2018, and that the matter is finalised. We were not consulted on the attached agreement, Latrobe Valley Express 9 May 2019.

Public Speakers

Members of the public who registered before 12.00 Noon were invited to speak to an item on the agenda.

Cr Kellie O'Callaghan left the meeting due to an already raised interest in the relevant agenda item, the time being 06:21 PM.

Cr Kellie O'Callaghan returned to the meeting, the time being 06:33 PM.

The following persons spoke on an item on the agenda:

Item No.	Agenda Item	Name & Company
14.1	Consideration of submissions and endorsement of the Draft Ellavale East Development Plan	John O'Brien
14.1	Consideration of submissions and endorsement of the Draft Ellavale East Development Plan	Bruce Jeffery
14.3	Traralgon Courthouse Commercial Activation	Sheridan Bond (Treasurer - Friends of the Courthouse Committee) – On behalf of the President of the Friends of the Courthouse Committee

8. ITEMS HELD OVER FOR REPORT AND/OR CONSIDERATION/QUESTIONS ON NOTICE

Date of Council Meeting	Item	Date of Future Council Meeting Report
Chief Executive Office		
13 November 2017	Memorandum of Understanding with the State of Victoria to develop a City Deal	<p>19 January 2018 A report will be scheduled in 2018</p> <p>06 April 2018 A further report is scheduled later in 2018.</p> <p>20 August 2018 No change</p> <p>24 October 2018 An update report to Council is expected in early 2019.</p> <p>17 January 2019 Report expected April 2019</p> <p>23 January 2019 Report scheduled to go to Council on the 1 April 2019</p> <p>18 April 2019 Report postponed until after the Federal Election</p>
11 September 2017	2017/14 Morwell / Hazelwood Mine Confidential under Section 89(2) (e) of the Local Government Act 1989, as it deals with contractual matters.	<p>19 October 2017 A further report will be scheduled in 2018</p> <p>6 April 2018 Councillor workshop held 12/02/2018. External consultants to be engaged to provide advice on market opportunities for brown coal. This process has been</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>initiated. A further report will be presented to Council once that advice is received.</p> <p>4 June 2018</p> <p>A report was presented to Council Meeting.</p> <p>21 June 2018</p> <p>A report, market opportunities for brown coal due at Councillor Briefing 17 September 2018 and a further report to Council Meeting 1 October 2018.</p> <p>20 August 2018</p> <p>No change</p> <p>24 October 2018</p> <p>Report is due to be finalised by the end of 2018. The report to Council is expected in early 2019.</p> <p>17 January 2019</p> <p>Report expected April 2019</p> <p>12 March 2019</p> <p>Report now expected May/June 2019.</p> <p>09 May 2019</p> <p>Further advice is being sought.</p>
City Development		
03 April 2018	Future Use of the Visitor Information Centre Building	<p>04 April 2018</p> <p>The resolution is noted. A report outlining options for the future use of the existing Visitor Information Centre building in Traralgon will be presented to Council closer to the transition of the service to the foyer of the new</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>performing arts centre (Latrobe Creative Precinct).</p> <p>20 July 2018</p> <p>No further updates - Update to be provided as the opening of the LCP approaches.</p>
23 October 2017	<p>Development Proposal - Expression of Interest</p> <p>Confidential under Section 89(2) (d) (e) of the Local Government Act 1989, as it deals with contractual matters; AND proposed developments.</p>	<p>19 January 2018</p> <p>A report will be scheduled as required.</p> <p>08 February 2018</p> <p>A report is anticipated at 05 March 2018 Council Meeting.</p> <p>09 March 2018</p> <p>Presentation to occur at a Councillor Briefing on 26 March 2018.</p> <p>24 July 2018</p> <p>Briefing report has been prepared for 30 July 2018.</p> <p>17 January 2019</p> <p>As per Council Decision 23/10/2017, a further report is required – Pending Scheduling</p> <p>28 March 2019</p> <p>Report will be scheduled once an update is available.</p>
23 October 2017	<p>Gippsland Logistics Precinct Potential Business Opportunity</p> <p><i>Confidential under Section 89(2) (e) of the Local Government Act 1989, as it deals with proposed developments.</i></p>	<p>05 December 2017</p> <p>A report will be presented to Council in 2018.</p> <p>20 July 2018</p> <p>A report will be presented to Council</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>later in 2018.</p> <p>24 October 2018</p> <p>Council Report to be presented on 5 November 2018.</p> <p>05 November 2018</p> <p>A further report to be presented to Council.</p> <p>28/03/2019</p> <p>Further discussion's occurring before a further report can be presented to Council.</p>
06 May 2019	Planning Scheme Amendment C92 - Consideration of Submissions (Latrobe Regional Airport)	<p>06 May 2019</p> <p>A future report is required.</p>
03 June 2019	Latrobe Creative Precinct - Gippsland FM Proposal to Co-locate at the Precinct	<p>03 June 2019</p> <p>A future report is required.</p>
Community Services		
04 December 2017	<p>Potential changes to Aged & Disability Services and their impact on Council</p> <p>Confidential under Section 89(2) (h) Any other matter which council or special committee considers would prejudice the council or any person.</p>	<p>17 January 2018</p> <p>A future report is required in March 2018.</p> <p>20 June 2018</p> <p>Final report from consultant due December 2018.</p> <p>10 December 2018</p> <p>A further report on the future of Aged Services will be presented in February 2019.</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>16 January 2019 Second Briefing Paper to be presented to Councillors in February 2019.</p> <p>01 March 2019 Final report for decision to be presented to Council in June 2019.</p> <p>10 April 2019 Council Report to be presented on 1 July 2019.</p>
Corporate Services		
25 May 2015	<p>MAV Workcare Self Insurance</p> <p>Confidential under Section 89(2) (e) of the Local Government Act 1989, as it deals with contractual matters.</p>	<p>14 March 2017 A report to Council is scheduled for the end of the current financial year.</p> <p>18 July 2017 A report will be presented to Council in 2020/2021 Financial Year.</p>
11 September 2017	Proposed Road Renaming - Ashley Avenue, Morwell	<p>20 September 2017 Pending further discussions before a report is rescheduled for decision.</p> <p>9 August 2018 A report for Council to consider the submissions received is being prepared for the September Meeting.</p> <p>17 September 2018 A further report will be determined after Councillor speaks with property owner.</p> <p>17 January 2019 Report expected to council in April</p>

Date of Council Meeting	Item	Date of Future Council Meeting Report
		2019. 13 February 2019 Report pending scheduling.
05 November 2018	Representation and Participation of Traditional Owners on Council Committees	05 November 2018 A progress report on implementation will be submitted to Council in the first quarter of 2019.
03 December 2018	Accumulated Cash Surplus – Surplus Allocation 2018/19	03 December 2018 A future report to be provided to Council on options for any future Latrobe City Council intern program beyond July 2019. 22 January 2019 Report to come to council 2019 – Pending scheduling.
18 March 2019	2019/04: Request for a report on Government and Council funding	18 April 2019 Report to be scheduled.
Infrastructure & Recreation		
03 September 2018	2018/11 Explore alternate options available to replace the supply and use of single use water bottles	3 September 2018 A report will be presented to a Council Meeting later in 2018. 8 October 2018 Revised Target Date: 04 Mar 2019 23 January 2019 Report scheduled to go to Council on the 1 April 2019

Date of Council Meeting	Item	Date of Future Council Meeting Report
		<p>20 March 2019 Report Deferred pending scheduling.</p> <p>02 April 2019 It is proposed that a report will be presented at a meeting in May 2019.</p>
01 April 2019	Moe Keenagers - Project Update	<p>18 April 2019 Report to be scheduled.</p>
01 April 2019	Delegate Authority to the Chief Executive Officer to Award Stage 4 of the Traralgon to Morwell Shared Path	<p>18 April 2019 Report to be scheduled.</p>

Any proposed timings of reports listed above advised up to 14 June 2019 have been included in the table. Items are removed only once a report has been tabled at Council and advised accordingly.

Any further updates after this time will be provided in the next Council Meeting Agenda.

NOTICES OF MOTION

9. NOTICES OF MOTION

9.1 2019/08 ASSISTANCE DOGS

Cr Graeme Middlemiss

I, Cr Middlemiss, hereby give notice of my intention to move the following motion at the Council Meeting to be held on 1 July 2019.

Proposed motion:

That Council:

1. That Council amend its current Fees & Charges Schedule to permit registration of 'Assistance Dogs' at the same fee as applicable to Guide Dogs for the vision impaired. An 'Assistance Dog' to be defined as a dog that meets the 'Assistance Animal' definition in Section 9(2) of the *Commonwealth Disability Discrimination Act 1992*.; and
2. That this be an interim measure pending the outcome of the State government process to define 'Assistance Dogs' within the *Domestic Animals Act 1994* as outlined in Victoria's 'Disability Plan 2017-2020.

MOTION

Moved: Cr O'Callaghan

Seconded: Cr Gibson

AMEND A MOTION

That Council grants consideration to introduce an amended motion as follows:

That Council:

1. **Amend its current Fees & Charges Schedule to permit registration of 'Assistance Dogs' at the same fee as applicable to Guide Dogs for the vision impaired. An 'Assistance Dog' to be defined as a dog that meets the 'Assistance Animal' definition in Section 9(2) of the *Commonwealth Disability Discrimination Act 1992*;**
2. **Implements this as an interim measure pending the outcome of the State government process to define 'Assistance Dogs' within the *Domestic Animals Act 1994* as outlined in Victoria's 'Disability Plan 2017-2020';**
3. **Refers any issues with implementation of the interim measure to the Animal Welfare Advisory Committee; and**
4. **Requests the State Government to complete the review of assistance**

dogs identified as Action 23 of 'Absolutely Everyone: the State Disability Plan 2017-20'.

CARRIED UNANIMOUSLY

MOTION

Moved: Cr O'Callaghan

Seconded: Cr Gibson

That Council:

- 1. Amend its current Fees & Charges Schedule to permit registration of 'Assistance Dogs' at the same fee as applicable to Guide Dogs for the vision impaired. An 'Assistance Dog' to be defined as a dog that meets the 'Assistance Animal' definition in Section 9(2) of the *Commonwealth Disability Discrimination Act 1992*;**
- 2. Implements this as an interim measure pending the outcome of the State government process to define 'Assistance Dogs' within the *Domestic Animals Act 1994* as outlined in Victoria's 'Disability Plan 2017-2020';**
- 3. Refers any issues with implementation of the interim measure to the Animal Welfare Advisory Committee; and**
- 4. Requests the State Government to complete the review of assistance dogs identified as Action 23 of 'Absolutely Everyone: the State Disability Plan 2017-20'.**

CARRIED UNANIMOUSLY

Attachments

Nil

9.2 2019/09 LATROBE VALLEY ASBESTOS TASKFORCE

Cr Brad Law

I, Cr Law, hereby give notice of my intention to move the following motion at the Council Meeting to be held on 1 July 2019:

MOTION

Moved: Cr Law

Seconded: Cr McFarlane

That Council:

- 1. Request the Mayor to write to the Minister for Energy, Environment and Climate Change and Minister for Solar Homes advising that the Latrobe Valley Asbestos Taskforce has not delivered as intended; and**
- 2. Reiterate the need for the Latrobe Valley Asbestos Taskforce to work more proactively in delivering a single asbestos disposal facility that is adequate to receive asbestos from the demolition or refurbishment of buildings associated with the power industry in the Latrobe Valley and that such a facility must be in a suitable location to protect public health, community safety and amenity, in perpetuity.**

CARRIED UNANIMOUSLY

Attachments

Nil

Notices of Motion may be lodged by Councillors with the Chief Executive Officer up until 10.00 am three business days prior to an Ordinary Council Meeting.

All Notices of Motion accepted, will be published to the Council website on the same day.

ITEMS REFERRED BY THE COUNCIL TO THIS MEETING FOR CONSIDERATION

**10. ITEMS REFERRED BY THE COUNCIL TO THIS MEETING FOR
CONSIDERATION**

Agenda Item: 10.1

Agenda Item: Englobo Land - Applications for Interest Waiver

Sponsor: General Manager, Corporate Services

Council Plan Objective: Ensure Council operates openly, transparently and responsibly.

Status: For Decision

MOTION

Moved: Cr Harriman

Seconded: Cr Gibson

That Council receives and notes the report.

CARRIED UNANIMOUSLY

Executive Summary:

At the Ordinary Council Meeting held on the 6 May 2019, Council passed a motion allowing englobo land holders who meet specific criteria to seek a waiver of interest on any overdue rates balance for the 2019/20 financial year.

Council is to consider any applications at the July 2019 Ordinary Council Meeting.

A total of 40 properties meet criteria set out in the resolution. Of these properties only one has an overdue rate balance. This ratepayer was notified verbally of the Resolution and the interest rate concession specified in the Resolution has been applied.

Due to no other properties having an overdue rate balance no other applications seeking a waiver of interest in accordance with the Resolution were received as at the due date.

Background:

At the Ordinary Council Meeting held on the 6 May 2019, Council was provided with a response to a Notice of Motion from the 18 March 2019, outlining options for englobo land.

At this meeting Council passed a motion;

That Council

1. *waives interest on the overdue balance of rates:*
 - a. *for all properties that:*
 - i. *are classified as englobo land; and*
 - ii. *are eligible for the farm differential rate in the next financial year; and*
 - iii. *were immediately prior zoned as Farming Zone under the Latrobe Planning Scheme or an equivalent.*
 - b. *for the period from 6 May 2019 until the earliest of:*
 - i. *the public release of the report of the Victorian Local Government Rating System Review;*
 - ii. *ownership of the whole of the property is sold or otherwise transferred;*
 - iii. *part of the property is sold or otherwise transferred; or*
 - iv. *30 June 2020.*
2. *resolves that:*
 - a. *if resolution 1(b)(iii) applies, the matter is to be dealt with as provided for in resolution 3;*
 - b. *if resolution 1(b)(i) or 1(b)(iv) applies, then from that date interest on any overdue balance will accrue subject to an interest waiver equivalent to the amount exceeding the Australian Bureau of Statistics published CPI for the 12 months to the March Quarter, All Groups Melbourne.*
3. *resolves that:*
 - a. *any ratepayer meeting the criteria set out in resolution 1(a) who wishes to seek a waiver of interest on any overdue balance for the next financial year must apply in writing to Council on or before 31 May; and*
 - b. *Council will consider all such applications in the first Ordinary Council Meeting in July*

This report is in response to part 3 of the motion.

A total of 40 properties meet criteria set out in *resolution 1(a)*. Of these properties only one has an overdue rate balance. This ratepayer has been notified verbally of the Council resolution.

Due to no other properties having an overdue rate balance no applications seeking a waiver of interest in accordance with the resolution were received as at the due date.

Issues:

Strategy Implications

This report aligns with the Council Plan objective 'Ensure Council operates openly, transparently and responsibly'.

Communication

There is no further communications associated with this report

Financial Implications

There are no financial implications associated with this report.

Risk Analysis

There are no identified risks associated with this report.

Legal and Compliance

There are no legal implications associated with this report.

Community Implications

There are no community implications associated with this report.

Environmental Implications

There are no environment implications associated with this report.

Consultation

There is no requirement for community consultation in relation to this report

Other

Nil

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Supporting Documents:

Nil

Attachments

Nil

CORRESPONDENCE

11. CORRESPONDENCE

Nil reports

PRESENTATION OF PETITIONS

12. PRESENTATION OF PETITIONS

Nil reports

CHIEF EXECUTIVE OFFICE

13. CHIEF EXECUTIVE OFFICE

Nil reports

CITY DEVELOPMENT

14. CITY DEVELOPMENT

Agenda Item: 14.1

Agenda Item: Consideration of submissions and endorsement of the Draft Ellavale East Development Plan

Sponsor: General Manager, City Development

Council Plan Objective: Improve the liveability and connectedness of Latrobe City.

Status: For Decision

Cr Kellie O'Callaghan left the meeting due to a declared interest, the time being 06:59 PM

Cr Kellie O'Callaghan returned to the meeting, the time being 07:07 PM

Proposed Resolution:

That Council:

1. Having considered all written submissions received to the Draft Ellavale East Development Plan, endorse the Ellavale East Development Plan;
2. Refer required upgrade improvements of Ellavale Drive for consideration as part of a future budget process; and
3. Advises those persons who made written submissions to the Draft Ellavale East Development Plan of Council's decision.

MOTION

Moved: Cr Harriman

Seconded: Cr Howe

That Council:

1. Having considered all written submissions received to the Draft Ellavale East Development Plan, endorse the Ellavale East Development Plan;
2. Refer required upgrade improvements of Ellavale Drive for consideration as part of a future budget process;
3. Advises those persons who made written submissions to the Draft Ellavale East Development Plan of Council's decision;
4. Undertake works to install a speed cushion to be included immediately east of the roundabout as practicable;

5. Make every attempt to save the two trees identified by the local residents, including use of land swap;
6. Seek to have the exit road from the south estate be designed to align with Ashleigh Place with consideration of installing a roundabout; and
7. Facilitate the consideration of the options required to retain the dam within the development area.

CARRIED UNANIMOUSLY

Executive Summary:

- The draft Ellavale East Development Plan was lodged on 27 July 2017 by Beveridge Williams (the applicant) on behalf of Englobo Properties Pty Ltd which seeks to create 324 allotments.
- A total of 39 submissions were received as a result of public consultation, 20 submissions were objections, 16 requested changes and three were in support. As of 19 June 2019, 2 submitters have withdrawn their submission.
- Five main themes have been identified within the submissions which includes traffic, access, lot sizes, vegetation and stormwater.
- As a result of the public exhibition, changes were made to the plans including possible retention of two large gum trees, a designated collector road and improved east-west connection through the centre of the new development.
- Existing issues with Ellavale Drive have been highlighted as a result of the exhibition process including safety, speeding along and the capacity of Ellavale Drive as a collector road. Upgrades to Ellavale Drive are proposed as a result and non BAU budget bids will be put forward during the 20/21 or 21/22 budget process. Given this is an existing issue rather than caused by the development, the equitable solution is for Council to undertake these upgrades.

Background:

The draft Ellavale East Development Plan (EEDP) was lodged on 27 July 2017 by Beveridge Williams (the applicant) on behalf of Englobo Properties Pty Ltd.

The draft EEDP proposes 324 allotments at 11 lots per ha with an average lot size of 678 square metres. The precinct covers approximately 33 hectares of land situated on the eastern edge of Traralgon's existing urban area, adjacent to the established 'Ellavale Estate' residential subdivision. The land is situated immediately south of the Gippsland Railway line and connects to Mahogany Drive and Nicholi Drive to the east. Land to the south of the site is within the South East Traralgon Precinct Structure Plan area.

The EEDP can be found at Attachment 1 and the written report found at Attachment 2.

The Development Plan will achieve a lot density of 11 lots per hectare in accordance with the Council resolution on lot density.

Following consultation, it was identified that there were safety issues along Ellavale Drive which additional traffic could exacerbate (see response to key themes in Attachment 3).

The options available to Council for progressing the Ellavale East Development Plan are as followed:

1. That Council, after considering submissions, approve the EEDP with no mitigation works (no cost to council); or
2. That Council, after considering submissions, approve the EEDP but require further upgrades and widening when Ellavale Drive is proposed to be rehabilitation in 2037 (costs required at budget bid in the future);
3. That Council, after considering submissions, approve the EEDP, with Council putting forward a future budget bid in 20/21 or 21/22 to undertake upgrades to Ellavale Drive and continue investigations and planning for a signalised intersection (including a cost contribution for the signalised intersection at a planning permit stage); or
4. That Council, after considering submissions, refuse the EEDP until funding for upgrades have been allocated as part of a future budget bid, the upgrades have occurred and the signalised intersection is fully costed and investigated; or
5. That Council, after considering submissions, refuse the EEDP.

It is recommended that Council proceed with option 3 as it allows for the development to proceed while providing for upgrades (parking bays and better signage and road markings) prior to the full scheduled rehabilitation of Ellavale Drive commencing in 2037.

Issues:

Strategy Implications

The proposal is consistent with the Council Plan strategy to facilitate appropriate urban growth in Latrobe City.

Communication

Public exhibition took place from 23 November 2018 to 21 December 2018 (four weeks). Direct notice was sent to a total of 629 properties within the Ellavale area in addition to 27 stakeholder groups.

A Community Information Session was held on 4 December 2018 at the Traralgon Service Centre which 35 community members attended.

All statutory and servicing authorities likely to be materially affected have also been notified of the proposed amendment.

A follow up letter was sent to all submitters on the 17 April 2019 and a response to submissions was provided on the 31 May 2019.

Public Submissions

Following public exhibition 39 written submissions were received by Latrobe City Council in response to the draft EEDP. As of 12 June 2019, two submissions have been withdrawn.

A summary of key issues and comments raised in submissions that have been received by Council in response to the draft EEDP have been provided below.

EEDP Submissions	
Object	20
Support	3
Request change	16
Total Submissions	39
<i>Withdrawn</i>	2

Attachment 4 of this Council Report provides a summary of each submission received and Council's response to each submission. Attachment 5 provides a copy of all submissions.

Theme	Submitter Concerns	Planning Comment
<u>Traffic</u> Raised in Submissions: 5, 8, 9, 10, 12, 13, 14, 19, 20, 22, 23, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38	The EEDP will create a significant increase to the flow of traffic in the surrounding streets, particularly the McNairn Road / Ellavale Drive intersection.	<p>It is noted that increased traffic along Ellavale Drive and surrounds is of concern. The proposed EEDP will have five exit points; two which will exit onto Ellavale Drive, two which exit to the east of the site and one to the south of the site. The southern exit will be constructed last once South East Traralgon is developed.</p> <p>The traffic concerns around Ellavale Drive and McNairn Road will aim to be mitigated with improved internal connections to the east.</p> <p>The traffic report prepared by Beveridge Williams concludes that there is capacity within the existing road networks to accommodate the</p>

Theme	Submitter Concerns	Planning Comment
		<p>additional traffic generated by the EEDP, without the need for any upgrades. Discussions with Council's engineering department indicate that the Ellavale Drive capacity is an existing issue that has been highlighted by the submissions. Council have undertaken indicative costings for upgrades along Ellavale Drive. It is estimated that it will cost \$2,416,700. This includes parking bays, better signage and road markings along the existing road. A non BAU bid will be put forward as part of the 20/21 or 21/22 budget bid process.</p> <p>In addition, Council are investigating a signalised intersection for McNairn Road and Ellavale Drive. A contribution towards this signalised intersection will be required at a planning permit stage for the development. Construction of the signalised intersection will be reported on at a future Council meeting, however Council already hold \$238,000 for its construction.</p>
<p><u>Lot size</u></p> <p>Raised in Submissions:</p> <p>4, 7, 15, 16, 19, 28, 34, 35, 36, 37</p>	<p>The lots proposed are too small and are not in keeping with the neighbourhood character of the existing Ellavale Estate.</p>	<p>Council has an adopted resolution of achieving 11 lots per hectare. The proposal seeks to have a range of lot sizes to provide lot diversity and future housing choice and is consistent with this resolution.</p>
<p><u>Access from estate to the north (Princes Hwy)</u></p> <p>Raised in</p>	<p>Due to increased traffic on Ellavale Drive in accessing the proposed Ellavale East estate, a suggestion is to lengthen Southdown way to the Stammers Rd /</p>	<p>The connection onto Princes Highway at Stammers Road would be cost prohibitive. Such a connection appears impractical and would require construction of a bridge over the railway line,</p>

Theme	Submitter Concerns	Planning Comment
<p>Submissions: 6, 17, 19, 34, 35, 36, 37</p>	<p>Princess Hwy round about.</p>	<p>relocation of a sewer pump station and the purchase of a number of existing properties in Ernest Court and Woodhall Close.</p> <p>The proposal was referred to VicRoads who are the managing authority for the Princes Highway who provided no objection.</p> <p>It is considered there is limited space between the two intersections on the Princes Highway to provide for a second right turn lane or lane extension unless major works are completed.</p> <p>Regional Roads Victoria will continue to monitor the road safety and operational performance of the Princes Highway East and McNairn Road and Traralgon Maffra Road intersections.</p> <p>Regional Roads Victoria do not have any objections with the development connecting to Minniedale Road, and in turn, connecting to the existing Princes Highway East roundabout.</p> <p>It is critical therefore for Mahogany Drive and Nicholi Drive to be accessible long term.</p>
<p><u>Native vegetation removal</u></p> <p>Raised in Submissions: 12, 19, 21, 26, 31, 33, 34</p>	<p>Retention of large gum trees.</p>	<p>This was negotiated to identify two trees for possible retention subject to engineering design. Previously, the Development Plan showed the trees as being “removed”.</p>
<p><u>Drainage /</u></p>	<p>Stormwater could impact</p>	<p>Appropriate capacity culverts</p>

Theme	Submitter Concerns	Planning Comment
<u>Stormwater</u> Raised in Submissions: 5, 8, 19, 24, 31, 34, 39	on the watercourse running through the estate.	would be constructed as required by the WGCMA and Council to ensure safety of pedestrians, traffic and abutting properties. Further flood modelling will provide specific flood levels; at this stage these details cannot be confirmed.

Financial Implications

No fees are prescribed under the *Planning and Environment Act 1987* for the assessment of a Development Plan. Council does not have a non-statutory fee to consider these assessments and are assessed under normal operational budget.

Upgrades to Ellavale Drive will require additional funding which will be applied for as part of the budget bid process for 20/21 or 21/22. It is estimated that the approximate total cost for this work is \$2,416,700; \$929,500 for the portion from Laurina Drive to McNairn Road and \$1,487,200 from Laurina Drive to Southdown Way.

Upgrades to the intersection of McNairn Road and Ellavale Drive to construct a signalised intersection is estimated to be in the vicinity of \$2,000,000 however this will be fully costed and presented to a future Council meeting.

There will be a requirement at a planning permit stage for the developer to provide a cash contribution subject to further detailed design and costings. Currently Council hold \$238,000 in funds to develop this intersection.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
Risk to budget increase in 20/21 or 21/22	3	Understand and acknowledge the potential increase to the 20/21 or 21/22 budget for upgrades to Ellavale Drive not currently budgeted for.

* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

The Development Plan process is not a prescribed process under the *Planning and Environment Act 1987*. However Council officers have treated the way we consider submissions in the same manner as that which is prescribed for planning scheme amendments.

Community Implications

The community are actively interested in this proposal given the scale of the development. It is important that existing issues, where possible, are addressed to ensure an equitable outcome for this community. Where issues cannot be resolved, provide an explanation to community members on why their concerns are outstanding.

Environmental Implications

The removal of several gum trees were raised as a concern by some submitters. Council has negotiated revised plans to retain two gums subject to future detailed design.

Targeted environmental studies will also be a requirement at each stage of any future subdivision to identify any flora and fauna with appropriate protection measures required being put in place.

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Supporting Documents:

Nil

Attachments

1. Attachment 1 - Ellavale East Development Plan (Published Separately)
2. [Attachment 2 - Ellavale East Development Plan Report](#)
3. [Attachment 3 - Key Themes Response](#)
4. [Attachment 4 - Response to Submissions](#)
5. [Attachment 5 - Copy of Submissions](#)

14.1

Consideration of submissions and endorsement of the Draft Ellavale East Development Plan

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Beveridge Williams
development & environment consultants




ELLAVALE EAST DEVELOPMENT PLAN

**Development Plan Report for Ellavale East, Ellavale Drive,
Traralgon East**

Revision F June 2019

DOCUMENT CONTROL DATA

	Beveridge Williams Melbourne Office 1 Glenferrie Road Malvern Vic 3144 PO Box 61 Malvern Vic 3144 Tel: (03) 9524 8888 Fax: (03) 9524 8899 www.beveridgewilliams.com.au	Title	Ellavale East Development Plan (EEDP)
		Author	FW/AB
		Checked	AB
		Project Manager	AB
		Synopsis	Development Plan Report in accordance with the requirements of Development Plan Overlay Schedule 5 (DPO5) of the Latrobe Planning Scheme.

Reference: 1600822

Client: Englobo Properties Australia Pty Ltd

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Rev	Description	Date	Authorised
A	Draft	28-07-17	
B	Revision 2	13-05-18	
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Date	Revision	Distribution
31-5-18	B	Council, Client, File
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22-11-18	E	Council, Client, File

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- APPENDIX E. INDICATIVE SUBDIVISION AND STAGING PLAN
- APPENDIX F. DESIGN RESPONSE PLAN
- APPENDIX G. MOBILITY PLAN
- APPENDIX H. VEGETATION MANAGEMENT PLAN
- APPENDIX I. ABORIGINAL CULTURAL HERITAGE ADVICE
- APPENDIX J. TRAFFIC IMPACT ASSESSMENT REPORT
- APPENDIX K. NATIVE VEGETATION ASSESSMENT
- APPENDIX L. INFRASTRUCTURE SERVICING STRATEGY
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- APPENDIX O. LANDSCAPE MASTERPLAN
- APPENDIX P. CROSS SECTIONS

1 INTRODUCTION

This Development Plan, known as the Ellavale East Development Plan (EEDP), applies to 33ha of land contained within two parcels of land known as Lots A1 and B1 on Plan of Subdivision 644123R at Ellavale Drive, Traralgon East, shown in Figure 1. Lot A1 comprises a parcel of land which is 24.86ha and Lot B1 a parcel which is 8.14ha.

The Development Plan has been prepared on behalf of Englobo Properties Pty Ltd who have a registered caveat over the property title.

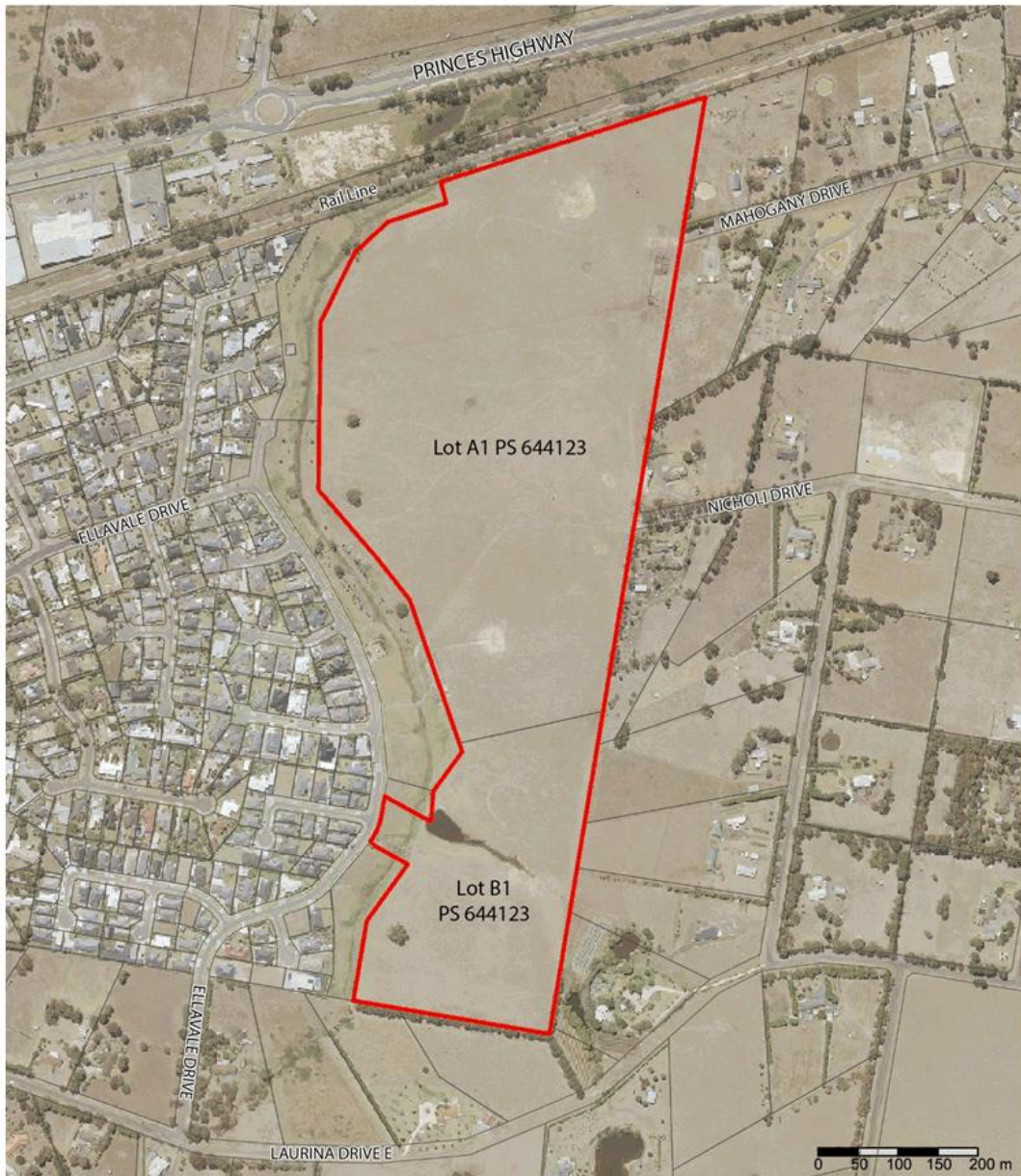


Figure 1. Ellavale East Development Plan Area

The Development Plan has been prepared in accordance with the relevant provisions of the Latrobe Planning Scheme including Schedule 5 of the Development Plan Overlay (DPO5) and is informed by the site's key features and the characteristics of the surrounding environment. The Development Plan provides the guidance to create a new residential area that will feature conventional residential sized lots of varying sizes, a safe and permeable internal road network with efficient access to the established residential area to the west and future access points to the south and east, onsite stormwater detention and linear reserves.

The Development Plan is comprised of the following components:

- This report, which provides the project background, site context and analysis, planning policy context, and design response detailing the key components of the plan and its implementation. This includes the following technical background reports forming appendices:
 - Native Vegetation Assessment Report (Indigenous Design, 2018)
 - Ecological Assessment (Indigenous Design Land Management, 2011)
 - Stormwater Management Strategy (Beveridge Williams, 2018)
 - Traffic and Transport Assessment (Beveridge Williams, 2018)
 - Cultural Heritage Letter of Advice (Ecology & Heritage Partners, 2017)
 - Servicing Report (Beveridge Williams, 2017)
- The plan, which visually depicts how the land should be used and developed for residential purposes, including an indicative road network and subdivision layout, housing density, environment and open space provision, primary infrastructure and stormwater management.

In accordance with the DPO5 future planning applications to subdivide or develop the land must be generally in accordance with this Development Plan.

2 BACKGROUND

2.1 Planning Context

The Development Plan has been prepared in accordance with the provisions of the Latrobe Planning Scheme (the planning scheme). This chapter provides an overview of the key planning provisions relevant to the site and the purpose of the Development Plan in guiding the overall development of the site. Subsequent planning permit applications will be subject to further assessment against other provisions of the scheme which are more relevant to the detailed permit application stage.

Site History

The site is currently used for agricultural purposes associated with its previous zoning of Farming Zone. It was identified for future residential development on the previous Traralgon Structure Plan which was prepared in 2007 and introduced into the planning scheme in 2010 (Amendment C62). The structure plan implemented the Latrobe Structure Plans Review which found that there was strong support for conventional residential development on the subject land due to short-term supply issues, development constraints within other areas of the township and the ability to integrate future development with the conventional residential land located immediately west of the site.

The site was subsequently rezoned from Farming Zone to Residential 1 Zone (now General Residential Zone) by Amendment C47 in March 2011. The amendment also applied the Development Plan Overlay – Schedule 5 (DPO5) to the site which requires a development plan to be prepared before any subdivision or development of the land.

Traralgon Growth Areas Review and Current Structure Plan

The Traralgon Growth Areas Review (TGAR) was adopted by Council in 2014 to provide a long-term growth strategy for Traralgon and surrounding areas. TGAR identified the site as a 'first stage greenfield' residential opportunity and noted the importance of maximising the density of development in new greenfield residential developments in a manner that is responsive to the context of the site and provides for housing diversity across the broader area.

TGAR also expanded the ultimate urban growth boundary of Traralgon to include the current Rural Living Zone land to the east of the site, nominating it as an intensification area for longer-term residential growth.

The current Traralgon Structure Plan was introduced into the planning scheme by Amendment C87 in August 2017, shown in Figure 2. The structure plan implements the key directions of TGAR and, together with the policy at Clause 21.09-4, provides the key strategic direction relevant to the site.

The structure plan identifies the site as an existing residential opportunity, reflecting its residential zoning, and as 'Area 4' where short term residential development is encouraged. The current Rural Living Zone land to the east of the site is identified as future residential subject to the rezoning of the land giving regard to the coal mine buffer to the south.

The site also adjoins a larger growth area to its south (Area 5), which contains both existing and future residential land. The Development Plan Overlay – Schedule 6 (DPO6) applies to the existing residential land and a development plan has not yet been prepared. Latrobe City Council is currently completing background reports to inform the preparation of a Precinct Structure Plan (PSP) for the whole of Area 5 known as the South East Traralgon PSP.

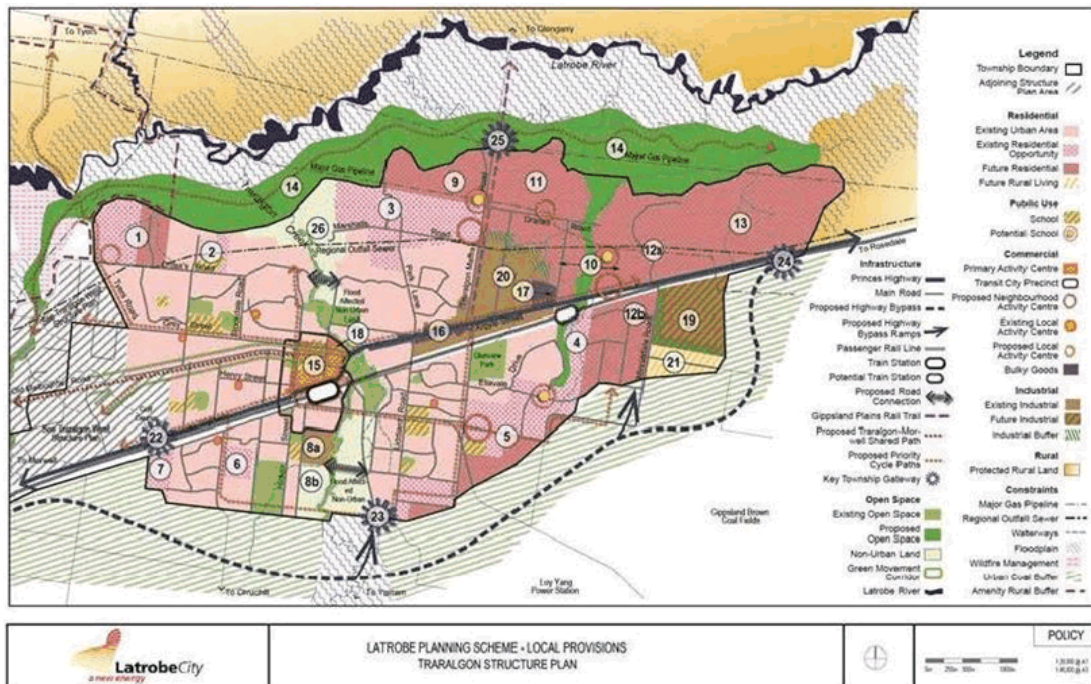


Figure 2: Traralgon Structure Plan
Source: Extracted from Clause 21.09 of the planning scheme

General Residential Zone

The site is located within the General Residential Zone – Schedule 1 (GRZ1). The purpose of the General Residential Zone is to encourage development that provides a diversity of housing types and respects the neighbourhood character of the area.

Under the GRZ1 a permit is required to subdivide land and/or construct two or more dwellings on a lot. A permit is not required to construct a dwelling on a lot larger than 300sqm.

The EEDP has been prepared with consideration of the abutting land uses and informed by relevant connections with the existing and future development of landholdings to the east, west and south of the subject site. Additionally, acoustic measures will be considered at the planning permit stage in relation to the Gippsland Railway line, which abuts the site along the northern boundary.

Amendment C105 proposes to include the site in a new General Residential Zone – Schedule 3 (GRZ3) applying to new residential estates. The GRZ3 proposes to introduce some variations to ResCode standards and the following neighbourhood character objectives:

- To establish and reinforce a spacious regional suburban character of new neighbourhoods by requiring adequate front and side setbacks of buildings and encouraging a garden streetscape with canopy trees.
- To encourage the openness of streetscapes and rhythm of building spacing.
- To encourage buildings to be offset from one side boundary.
- To encourage a lack of front fencing and generous front setbacks to allow for landscaping.

- To encourage smaller and diverse housing types, including units and townhouses, to within 200 metres of existing and planned neighbourhood and local activity centres, primary public transport routes and public open space areas.

The Development Plan will allow subdivision and development in accordance with these objectives and the specified ResCode standards.

Development Plan Overlay – Schedule 5

The site is affected by the Development Plan Overlay – Schedule 5 (DPO5). A permit granted must be consistent with an approved development plan.

The EEDP has been prepared in accordance with the requirements of the DPO5 and Clause 56.

2.2 Site analysis

The site comprises two existing allotments, described as Lots A1 and B1 on Plan of Subdivision 644123. A copy of the certificates of title are contained in **Appendix A**.

The subject land is located on the eastern edge of Traralgon’s existing urban area, adjacent to the established ‘Ellavale Estate’ residential subdivision. The land is situated immediately south of the Gippsland Railway line and east of Ellavale Drive, see **Figure 3**.

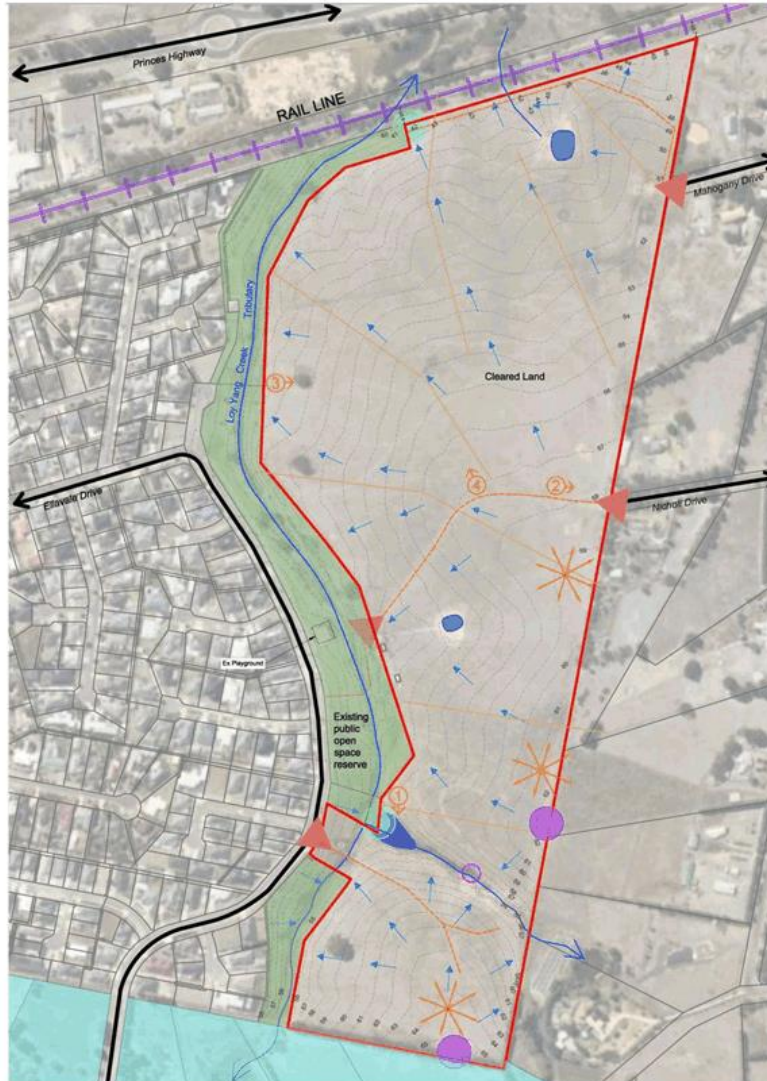


Figure 3: Subject site.
Source: Site Analysis Plan-Appendix C. Not to Scale

The site is irregular in shape, with a total area of approximately 33 hectares. The western boundary of the site abuts an existing Council reserve for drainage and recreation purposes comprising a gully and watercourse (a tributary of the Loy Yang Creek), scattered remnant Forest Red Gum trees, and playground equipment. Along its eastern boundary the site abuts properties in the Rural Living Zone – Schedule 3 (RLZ3) and the ends of Mahogany Drive and Nicholi Drive. To the north, the site abuts the Gippsland Railway Line for a distance of approximately 340 metres. The land to the south

contains large residential properties formally zoned Rural Living Zone properties which are now within the General Residential Zone.

The subject land is predominantly vacant, apart from two portable buildings that were used as site offices associated with the development of the now constructed Ellavale Estate to the west. These buildings and an ancillary gravel vehicle parking area are located adjacent to the western boundary of the site and are accessed from Ellavale Drive via a gravel access track. Cattle yards are located adjacent to the eastern boundary, near Mahogany Drive.

The balance of the site is predominantly cleared and covered in pasture grass, having been extensively grazed by sheep and cattle for many years. A gully carrying stormwater runoff from the adjacent rural residential estate extends in a north-westerly direction through the southern portion of the site. A number of trees and shrubs are situated on the banks of this gully. Several large remnant trees are located within the property and shelterbelt plantations extend along part of the eastern and northern boundaries.

Three farm dams are situated on the land; one near the northern boundary, one centrally located and the third dam within the southern quarter of the site. The northern and central dams will be filled, where required, and form part of the future allotments. The southern dam will be partially filled and form part of the future waterway.

The topography of the land is gently undulating, with a fall towards the gully and the site's western boundary.

Vehicular access to the site is obtained from Ellavale Drive via two gravel tracks. One of these tracks extends through the centre of the site and intersects with Nicholi Drive.

There are no known areas of the site affected by contamination or fill.

Views of the distant mountain ranges to the north-east of Traralgon can be obtained from various vantage points across the site. The southern portion of the site provides views of the adjacent rural residential estate to the south and south-west.

The Site Context and Site Analysis Plans are contained in **Appendices B and C**.

Current Agreements on Title

Both titles are encumbered by two Section 173 Agreements (AC761174E, registered 26 March 2004 and AC914561P registered 4 October 2005) which stipulate that:

- Residential allotments abutting Council reserves must be provided with boundary fencing of a required standard at the landowner's expense;
- Future subdivision of the land must be in accordance with the approved Outline Development Plan (note: at the time this Outline Development Plan was prepared, it did not incorporate the subject site).

Both Agreements relate to specific lots created with the previous subdivision of the 'Ellavale Estate' to the west of the creek, which excised the subject land as a separate balance lot. The matters do not pertain to future lots on the current titles under consideration which relate to development of the eastern side of the creek, and therefore it is expected that these agreements will be removed from the title as they are no longer relevant. New agreements relating to fencing on reserve boundaries within the EEDP area may be required at the planning permit stage.

2.3 Surrounding area

The site is located approximately four kilometres east of Traralgon's central activity district, on the eastern fringe of the town's urban area.

To the west of the site is the 'Ellavale Estate', a residential subdivision comprising approximately 400 allotments that is almost fully developed. The estate has a bitumen road network with concrete kerb and channel drainage and footpaths in some streets. The estate is serviced by reticulated electricity, water, sewerage, telecommunications and gas, all of which are located underground. The site abuts large rural living style properties to the south and east designated for future residential development, as outlined in the planning context chapter. The land to the south has already been rezoned to the General Residential Zone and is affected by the Development Plan Overlay – Schedule 6 (DPO6). A development plan has not yet been prepared for that land, however Council in conjunction with the Victorian Planning Authority (VPA) have commenced the pre-work and background reports for the Precinct Structure Plan, that will eventually replace the DPO and it is identified as a next-stage residential growth area.

The land to the east is expected to be a longer-term growth area and currently remains in the Rural Living Zone. The two roads that abut the site on its eastern boundary (Mahogany Drive and Nicholi Drive) are of a typical rural standard; a bitumen seal, table drains and grassed verges. Properties within this rural residential area average approximately 2 hectares in size and are mostly developed with single dwellings and large sheds set well back from the road and surrounded by a small scale agricultural or animal husbandry pursuit.

The Princes Highway is located to the north of the Gippsland railway line, with its nearest access from the site being via McNairn Road to the west and Minniedale Road to the east.

There are no schools in close proximity to the site. However, local school buses service the Ellavale Estate, with a bus route along the existing extent of Ellavale Drive.

A linear recreation reserve with playground equipment is located approximately 600 metres west of the site on Ellavale Drive, between Malibu Place and Jack Farmer Way. Anzac Memorial Park, a reserve comprising barbeque facilities and a rotunda, is also located on Ellavale Drive approximately 1.2 kilometres to the west. A range of larger recreational facilities are located throughout Traralgon's urban area.

Public transport in Traralgon is limited, however V-Line train and bus services between Bairnsdale and Melbourne operate from the Traralgon train station located on the southern perimeter of the central activity district. An inter-town bus service also operates from outside Stockland Plaza in Franklin Street. The closest public bus route is the Traralgon East bus service with the closet stops being located along Ellavale Drive at Clover Court and Woodhall Court.

3 THE DEVELOPMENT PLAN

The Development Plan identifies the form and conditions for subdivision and future development of the site, known as the Ellavale East Development Plan. The plan responds to the features of the site and surrounding context as outlined in the Design Response Plan at **Appendix F**.

The overall development plan is shown in Figure 4 and at **Appendix D**. The plan identifies the key features of the EEDP including road network and connections to adjacent estates, pedestrian/cycle network, land use, public open space, drainage reserves and vegetation removal. Further details regarding the various elements of the Development Plan and staging are provided on the suite on plans at Appendices B – H and discussed in later sections of the report.

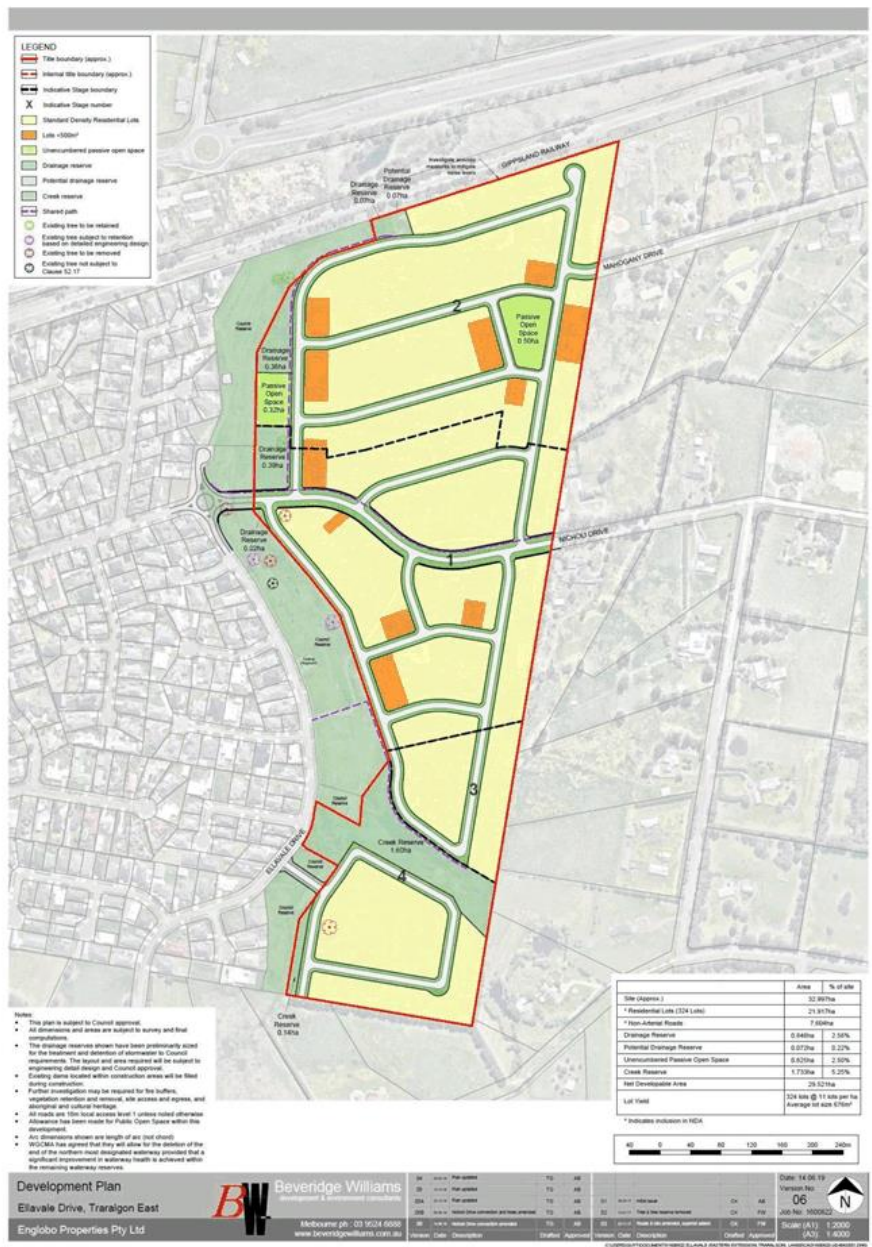


Figure 4: Development Plan
 Source: Appendix D. Not to Scale

3.1 Land budget

The VPA's Precinct Structure Planning Guidelines provide the basis for calculating land use within a development precinct. The land budget table at Table 1 sets out the total area of the EEDP precinct, gross developable area, net developable area and land uses.

The VPA uses the following area definitions for the land budget table:

Gross Development Area

- *Is the total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.*

Encumbered Land

- *Is land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sorting fields). It is not provided as a credit against public open space requirements. However, regard is taken to the availability of encumbered land when determining the open space requirement.*

Net Developable Area

- *Is land within the precinct available for development. This excludes encumbered land, arterial roads, railway corridors, schools and community facilities and public open space. It includes lots, local roads and connector streets. Net Developable Area may be expressed in terms of hectare units (NDHa).*

	Hectare	% OF SITE
TOTAL DEVELOPMENT PLAN AREA	32.99ha	100%
ENCUMBERED LAND		
Land that is subject to inundation, a drainage overland path or a 60m wide watercourse buffer, or land that contains a registered Aboriginal heritage place requiring permanent protection.	Drainage reserve 0.857ha	2.6%
	Potential drainage reserve 0.072ha	0.22%
	Creek reserve 1.733ha	5.25%
GROSS DEVELOPABLE AREA	30.328	91.78%
OPEN SPACE	0.825ha	2.5%
Non-Arterial Roads (included in net developable)	7.529ha	22.82%

area)		
<i>NET DEVELOPABLE AREA</i>	29.455ha	89.3%
<i>Residential allotments areas</i>	21.981ha	66%
- Standard residential	(324 lots)	

TABLE 1 Land Budget – Ellavale East Development Plan
(Areas are approximate)

3.2 Lot mix and density

The EEDP provides for approximately 324 residential allotments with a mix of standard and medium density lot sizes, providing an efficient use of the available developable land. This achieves a density of 11 dwellings per net developable hectare which is appropriate to the location and context of the site and is consistent with Council's preferred density for new residential developments. An Indicative Subdivision Plan was prepared and exhibited to support the assessment of the Development Plan and demonstrate that this density can be achieved through an appropriate subdivision layout, but does not form part of the Development Plan itself.

The majority of the site will contain standard residential lots in a range of sizes, with smaller medium density lots located opposite or in close proximity to public open space.

3.3 Railway interface

Lots along the northern boundary of the site will have a rear abuttal onto the South Gippsland Railway line. The Development Plan allows for these lots to be longer to provide for a greater dwelling setback from the rear boundary. An acoustic assessment should be undertaken as part of the planning permit application to determine whether additional mitigation measures are required and at what stage of development, such as an acoustic fence along this boundary, to ensure future occupants of the dwellings have no amenity issues with respect to noise levels. Any permit to issue should contain a condition requirement to prepare an acoustic report for approval by the responsible authority and should specify any design requirements. This will inform any design aspects and maintenance requirements relevant to the respective lots and will allow for these matters to be addressed, as required, via restrictions on a plan of subdivision or via a Section 173 Agreement as appropriate.

3.4 Open Space

The Development Plan provides for approximately 0.87 hectares of unencumbered passive open space, part of which is located along the western property boundary between two new drainage reserve areas (as an extension of the existing drainage reserve) and partly within a separate reserve in the north east area of the site.

The EEDP responds to the Latrobe City Public Open Space Strategy 2013, Traralgon Recommendation Plan and recommendation 31 which seeks the following:

Ensure open space in the Traralgon South East growth area contributes to an integrated network of linear trails and local parks. Contributions to be guided by the draft Open Space Policy (Section 10).

Section 10 of the Open Space Strategy includes guidelines to inform the location of open space in residential areas including:

- *Open space areas and facilities should be provided in locations that maximise accessibility for all users, including people with poor mobility, such as older adults and people with a physical disability, and parents with prams and strollers.*
- *Local open spaces should not be located on major roads, however, there should be good sightlines into an open space area from neighbouring streets, houses, schools or other buildings.*
- *Local parks and playgrounds should have active frontages on at least two dominant sides to provide surveillance, and where possible should avoid bordering rear yards.*
- *Local parks shall generally comprise a minimum area of 0.75 – 1.0 hectare. Exceptions may include small linear link reserves that may be required to provide vital connections between areas.*
- *Designed to protect native remnant vegetation and other significant natural features.*

The existing drainage reserve along the western boundary of the site provides a drainage function as well as recreation benefits as a linear open space, with the majority of the reserve zoned Public Park and Recreation Zone (PPRZ). An existing playground and shared path are located within the reserve on Ellavale Drive. The co-location of the open space reserve adjoining the drainage reserve contributes to the linear open space network envisaged by Council and the recreational amenity that the drainage reserve provides. For this reason it is considered acceptable that the unencumbered area of the open space reserve is 0.32ha and not the minimum 0.75ha generally sought by the strategy.

The open space reserve provided in the north-east part of the site is 0.5ha, which is also below the nominal 0.75ha minimum. The purpose of this reserve is to ensure all new residential lots have close access to open space within a 400m walkable catchment. This reserve will provide a playground and park equipment and is considered to be appropriate in size to fulfil its role in serving the immediately surrounding area.

An Overall Landscape Masterplan can be found in **Appendix O**. A detailed Landscape Masterplan for each stage will be prepared as part of any permit application.

Public open space contribution

As the EEDP provides for subdivision of over 15 lots, it is defined as a greenfield residential subdivision for the purpose of the public open space contribution. Clause 53.01 requires a public open space contribution of 8% of the net developable area, to be provided in land (unencumbered) or cash.

The 0.87ha of unencumbered public open space provided equates to a 3% land contribution. The remaining 5% must therefore be provided in cash at the planning permit stage. The exact percentage amounts for land and cash equalling 8% of the net developable area should be refined at the planning permit stage in response to any changes to the net developable area and/or unencumbered public open space area provided as a result of detailed design.

Lots abutting public open space

There is the potential for a small number of lots to directly abut drainage reserves, being the potential drainage reserve on the northern boundary and the east-west creek reserve at the eastern boundary. The Development Plan has been prepared to minimise these occurrences, and the locations where this is likely to occur would involve side fences rather than rear fences.

Consideration of design measures and/or restrictions for lots with a public open space abuttal should be considered and implemented through the planning permit stage. This could include a maximum height and minimum transparency for fencing along the affected boundary (or a specified length of that boundary to balance private open space requirements), consistent fence design and materials, building setbacks and shed locations, and a requirement for habitable room windows providing surveillance towards the open space. Any Design Guidelines can be contained as relevant restrictions within the Plan of Subdivision.

3.5 Bushfire Prone Area

The site in its entirety is contained within the Bushfire Prone Area (BPA) mapping which is regulated under the Victorian Building Controls Act. It applies specific bushfire construction standards which are aimed at improving bushfire protection for residential buildings. There are six Bushfire Attack Levels which form part of the Australian Standards (AS3959-2009) and the regulations have recently been amended to ensure the minimum rating of BAL 12.5 can be achieved with land to be utilised for residential purposes. The site is bounded by residential zoned land to the east and south and public purpose recreation land to the west and public land use to the north. In this regard it is considered the site is abutted by managed grassland to the east and south, which is considered to be low threat vegetation. The vegetation to the west is located within a Council reserve, and to the north within a VicTrack Reserve, both comprising areas greater than 2 hectares that would be in a managed state. The public purpose recreation zone, Council reserve, to the west would be partly in a managed state as it comprises open space land and partly comprises a drainage reserve which seeks to protect biodiversity values. The VicTrack land to the north would similarly to the Council reservations be maintained.

The indicative subdivision layout plan incorporates a road along the entire length of the western boundary which provides a further twenty metre offset from the grasslands of this reserve. It is considered all dwellings would meet the requirements of BAL-LOW or BAL-12.5 enabling a building permit to be issued. Noting all homes would have to be built to a standard of BAL 12.5 whilst the site is identified within a Bushfire Prone Area.

The BPA specifically requires an assessment of vegetation located within 100m of the development area to inform the required setbacks which we consider to be BAL-LOW. The definition of bushfire hazard level low areas is defined as *areas where the extent, configuration and/or management of vegetation means that there is low potential for bushfire spread*. See Figure 5.

An appropriate Bushfire Management Plan will be prepared to meet any relevant permit condition associated with delivery of the relevant stages and if required building envelopes will be applied as a restriction to ensure any relevant offsets can be met.

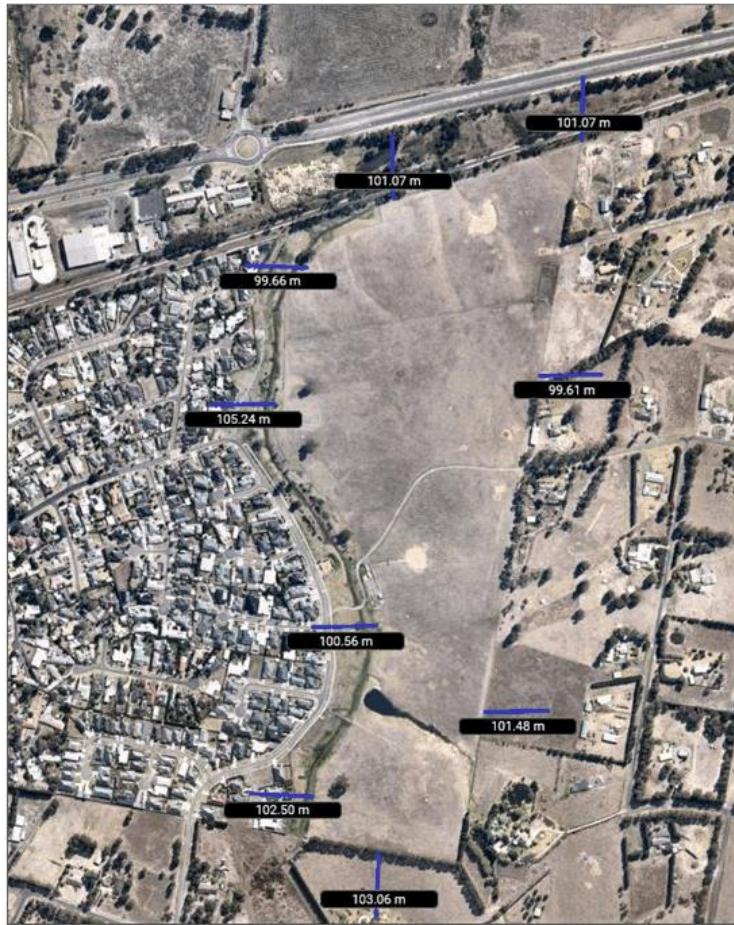


Figure 5: BPA – 100m defendable space
Source: (Extract from Nearmaps, not to scale)

3.6 Aboriginal Cultural Heritage

Ecology and Heritage Partners were engaged to provide advice in relation to any Aboriginal Cultural Heritage issues or triggers associated with the proposed residential development on the subject land. The Aboriginal Heritage Act 2006 and the Aboriginal Heritage Regulations 2007 require that a cultural heritage management plan be completed if both of the following conditions are met; namely:

1. The activity being contemplated (i.e. the type of development) is a 'high impact activity' (as defined in the Regulations), and
2. All or part of the 'activity area' is in an 'area of cultural heritage sensitivity' (as defined in the Regulations).

Ecology and Heritage Partners confirm that there are no historical heritage places located within the study area (Map 3). Therefore, there are no historical heritage implications for the proposed works. Accordingly, there are no statutory triggers requiring a Cultural Heritage Management Plan for this land and/or any development associated with it. A copy of the Ecology and Heritage Partners advice is contained at **Appendix I**.

3.7 Roads and Connectivity

The Development Plan provides a street network that connects with the existing road infrastructure specifically, Ellavale Drive to the west, and Nicholi and Mahogany Drives to the east. In the context of the wider road network it is considered the continued growth and expansion of Traralgon East in accordance with the Traralgon Structure Plan could introduce additional connections, access points and alternate routes resulting in a redistribution of traffic within the Traralgon East precinct.

The main entry to the northern part of the site will effectively form a continuation of the east-west part of Ellavale Drive across the drainage reserve, with a roundabout to be provided at its intersection with Southdown Way. This will comprise a 24m road reserve as the central road through the site, connecting to Nicholi Drive at the eastern boundary and providing the opportunity for a future bus route. It is noted that the existing Bus Route 44 connects Ellavale to Traralgon and has a stop located on the subject site's western boundary.

The direct alignment of this road with the intersection of Ellavale Drive and Southdown Way, as shown on the Development Plan, is the preferred road layout as it will provide the most integrated and convenient connection to the site. An alternative alignment of the road connecting south of the preferred location, forming a T-intersection as shown on the Mobility Plan at **Appendix G**, may be considered at the planning permit stage should the detailed engineering design of the intersection and waterway crossing demonstrate that the direct alignment and roundabout is impractical. This alternative alignment or variation there of will be considered at Council's full discretion of the urban design and connectivity benefits and construction impacts of the two options and is subject to Council's approval.

The internal road network generally comprises a network of lower order Access Streets to provide internal circulation. Access Streets typically comprise a 7.3m wide road pavement within a 16m road reserve allowing for two-way traffic flow and intermittent kerb side parking. All proposed internal roads will be provided with footpaths on both sides to provide pedestrian connectivity to the surrounding area. A shared path will be provided along the drainage corridor along the western boundary of the site (north of the main access road) and along the central 20m road reserve. This will provide connection to the established pedestrian and cycle network and also enables future connection further to the east.

Access to the southern part of the site will be provided as a T-intersection from Ellavale Drive. It is noted that the location of this access is to the south of where it was previously envisioned, at the intersection with Ashleigh Place, at the time that the site was created as a balance lot as part of the subdivision of Ellavale Estate. Given the relatively small number of lots that this access will serve and therefore limited traffic movements, it is considered that in this part of the site a T-intersection is acceptable. Provision for a second access to the south, adjacent to the drainage reserve, will be provided for connection with future development to the south.

Connection across the drainage reserve between the northern and southern parts of the site was considered, however given the small number of lots in the southern part and limited number of internal routes that would be expected to utilise such a connection it was not considered necessary.

A Traffic and Transport Assessment is contained at **Appendix J**.

It is proposed that the northern access from Ellavale Drive will comprise a 24m road reserve which will connect from the western boundary to Nicholi Drive at the eastern boundary. The remaining internal road network will generally comprise a network of lower order Access Streets to provide internal circulation and connection to various stages of the proposal. The Access Street will typically comprise a 7.3m wide road pavement within a 16m road reserve allowing for two-way traffic flow and intermittent kerb side parking.

The proposed road network is consistent with the Infrastructure Design Manual and thus the road network is able to cater for a range of mobility types including walking, cycling and personal vehicles.

Future upgrades to the Ellavale Drive and McNairn Road intersection will require a contribution to be determined at the planning permit stage.

3.8 Waterways and Stormwater Management

A Stormwater Management Plan (SWMP) has been prepared, contained at **Appendix M**, to demonstrate that the proposed development can meet the Urban Stormwater Best Practice Environmental Management Guidelines (BPEMG) and to provide supporting evidence that the stormwater discharges from the proposed subdivision shall be to the satisfaction of West Gippsland Catchment Management Authority (WGCMA), Latrobe City Council and other relevant authorities.

The SWMS utilises the existing drainage reserve and waterway along the western boundary of the site and follows the existing natural features of the pre-developed site. The strategy is preliminary only and subject to further changes on the size of the proposed lots and drainage reserve area at the planning permit stage. The strategy provides a methodology for the management of stormwater on the subject site which would result in;

post development flows being detained to ensure that outflow can be catered by the culvert under the railway line to avoid future potential flooding issues. Therefore, detention of post development flow to pre-development flow rates will not be required. In addition, provision of stormwater treatment for the EEDP site to achieve best practice environmental guideline targets will be required.

For stormwater quantity management, it is proposed to provide online retarding basin(s) located within the waterway. The basin (s) will make best use of the natural waterway surface contours and the proposed road crossing to control flows. The retarding basin will be designed to detain Q_{100} flows from the site to the targeted flow that can be safely catered within the culvert underneath the railway line.

For stormwater quality management, it is proposed to provide both offline and online sedimentation basins and an online wetland system within the waterway to treat stormwater from the site development area.

At the time of subdivision, a revised SWMP must be submitted to the satisfaction of the West Gippsland Catchment Management Authority, Responsible Authority and Transport for Victoria to show:

- Both the existing conditions and proposed developed conditions hydrology modelling should be based on best practice, including check of flows against the Australian Rainfall & Runoff (AR&R 2016) Regional Flood Frequency Estimation Model, rather than relying on the now outdated SKM modelling.
- The stormwater infrastructure must be designed based on the best practice modelling techniques as outlined in AR&R 2016 and the infrastructure to control peak flows must be able to be contained within the proposed reserve. The report should be updated to demonstrate that the modelling is compliant with AR&R 2016.
- The hydraulic model should confirm that the stormwater infrastructure has no impacts on the adjoining subdivision and the model must extend beyond the railway embankment to confirm no adverse flood impacts to the downstream property.
- Reporting should specify the location of peak flow estimates, present flood extent maps to scale and clearly show existing and proposed conditions on a single map.
- A Waterway Management Plan will be required prior to any construction of infrastructure on the waterway. The plan must demonstrate how waterway health will be improved and be completed to the satisfaction of the Authority.
- Consideration of the effect of potential hard surfaces such as footpaths on the flow of water.

Specific to Transport for Victoria:

- Transport for Victoria require that the post-development discharge through the drainage culverts is not to exceed the pre-development discharge in a 1% and 18% AEP storm. This **applies during the construction stages** of the development as well.
- If any works at all are encroaching into VicTrack land. The VicTrack land boundary is to be shown and labelled clearly on the plans to be submitted for the above application.
- Confirmation on who would take up ownership and maintenance responsibilities of the retarding basin. If it is to be another authority (eg: the Council, or WGCMA), please provide confirmation of this in writing from this authority.
- Further clarification on how the “Gap Flow” (referred to on page 11 of SWMS report provided) would be flowing through the development in general, and if any of the gap flow or surcharge from the subsurface drainage network (which is catered for a 18% AEP storm) in general would be flowing uncontrolled into the railway corridor.
- Is there any kind of safety factor or blockage factor assumed in the flood modelling calculations for the retarding basin (for example, how would the discharges and freeboard available vary if the retarding basin and/or outfall drains were partially blocked or ineffective – perhaps 10% or 20% blockage in the basin or blockage of outfall drains – due to poor maintenance or other factors)?
- Confirmation that Table 2 in page 10 (of the SWMS report provided) uses the same runoff coefficient and initial loss quantity for both pre-development and post-development (relatively higher impervious areas?) levels.

Figure 6 shows the preliminary stormwater management Concept Layout Plan.

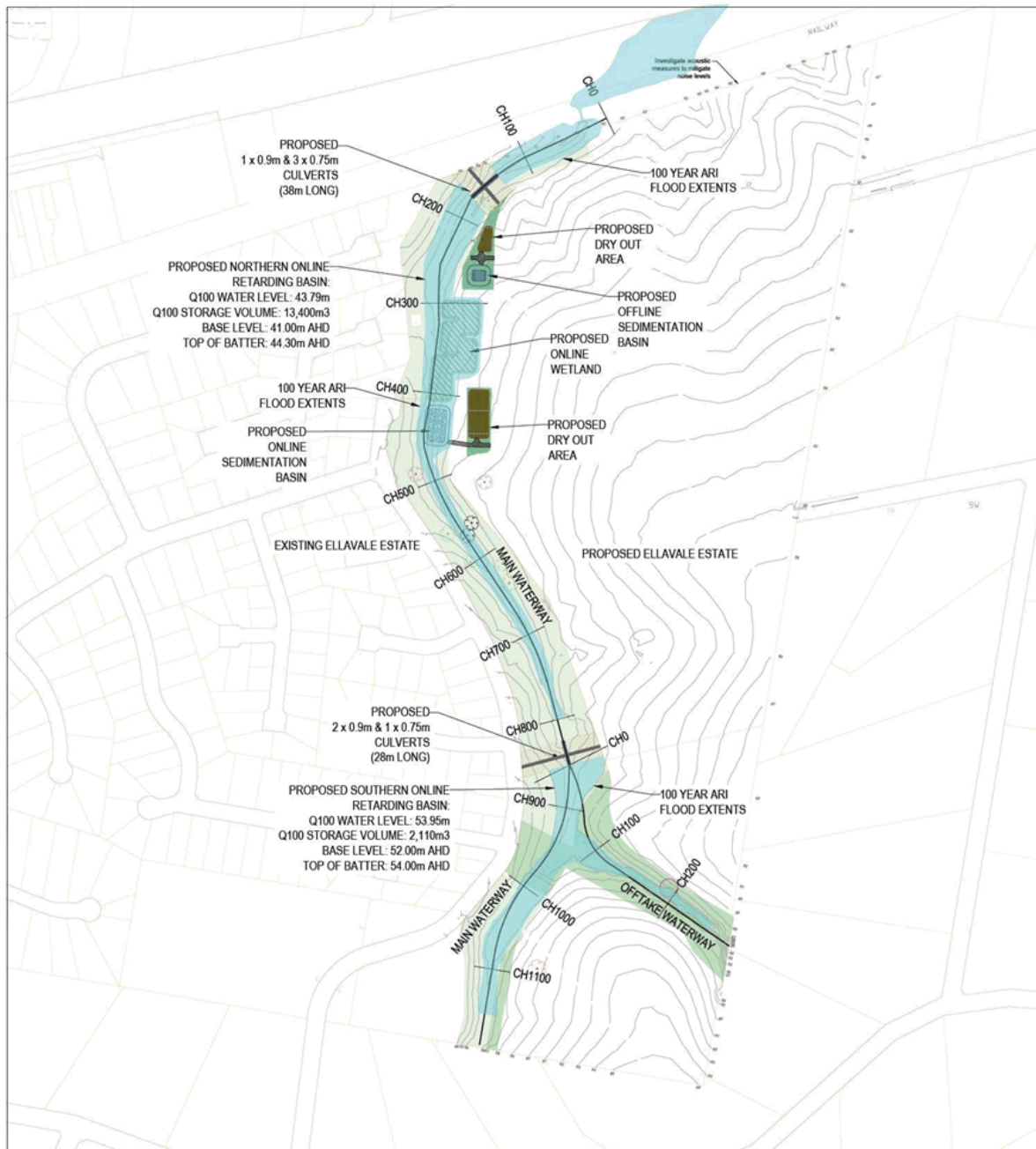


Figure 6: SWMS Concept Layout Plan

Source: Ellavale Estate Eastern Extension Stormwater Management Strategy. Not to scale

Two detention basins are proposed to cater for storage of the 1 in 100 -year ARI post development peak flows, this is to capture a volume of storage up to 15,150m³. The detention basins will comprise one in the northern section holding 13,800m³ and one in the southern area to hold 1,810m³.

Flood mapping for existing and post-developed conditions were modelled, it was resolved there was no increase in flood extents for the post-developed Q100 flow from the existing conditions.

In summary, the proposed SWMS can be implemented with no net effect on the downstream properties.

With consideration of the Creek Reserve and the riparian zone it has been discussed with the WGCMA that the opportunity exists to improve the biodiversity of the waterway through planting. As such the proposed width of the riparian zone is considered satisfactory as shown in the Development Plan layout. The WGCMA recommendations will inform any future permit conditions as to the maintenance or rehabilitation requirements of the riparian habitat and consequently the improvement of the stream condition.

3.9 Native Vegetation and Flora and Fauna

An initial assessment of the site was undertaken in 2011 by Indigenous Design which has subsequently been updated and extended in 2018, to capture the current site conditions and application requirements.

Indigenous Design Environmental Management Consultants prepared a Flora and Fauna Assessment in 2011 having regard to the Growling Grass Frog and Dwarf Galaxias. The 2011 Assessment identified the following:

- Following the assessment of fauna presence and habitat at the site, it is considered unlikely that any of the species listed in Appendices 5 & 6 would make significant use of the proposed development site in the short to medium-term.
- The degraded state and primarily agricultural use of the land has resulted in a significant lack of native vegetation and connectivity to other native vegetation in the area. These factors are considered to severely limit the site's capability to provide quality habitat and or refuge to the terrestrial fauna listed in Appendices 5 & 6.
- Habitat for aquatic and amphibious fauna is largely poor, and also affected by the long-term agricultural use of the site. Waterbodies located within areas proposed for development, while apparently in reasonable health, are significantly disconnected from natural replenishing sources such as the creek and natural soaks and are not located in low-lying areas likely to be affected by flooding of the nearby creek. Both dams are said to have been periodically dry over the summer period every year since 1996. And for an 11 year period (1998 – 2009), both dams are said to have been dry throughout the year (*pers. comm. Robert Farmer, 23rd September, 2011*). These factors are likely to render the dams unsuitable in the long term for fish species such as Dwarf Galaxias who are said to require 'connectivity to a more permanent waterbody (such as [a] river or creek)'.
- Amphibious species, and in particular the Growling Grass Frog, are by nature more tolerant and suited to disconnected waterbodies such as dams. However, this species is also heavily reliant on the presence and abundance of emergent, submerged and floating vegetation for its calling and foraging (Heard et al. 2008b cited in DEWHA (2009)). This type and arrangement of vegetation is not present within the dams of this site with just one of the dams hosting a central emergent patch of Tall Spike-sedge. Additionally, permanent wetlands and seasonally flooded sites are said to be more likely occupied by the species and provide important core and high-quality breeding habitat.
- While the dams on site meet some of the habitat requirements for this species, it is not expected that the species would make significant use of the site; particularly giving consideration to current land use and management. According to DSE's VBA (DSE, 2010) the last record of this species within 5 km of the proposed Ellavale Estate site was in 1982 and relates to a 5 minute grid which includes the current location of the Loy Yang Open-cut Coal Mine to the south.

In light of the findings of the 2011 flora and fauna assessment, in addition to a conversation between Beveridge Williams and the then DSE on 15 August 2011 suggesting that a specific targeted survey for the Growling Grass-Frog and Dwarf Galaxias may not be considered necessary, it is submitted

that the potential impact to native fauna or habitat is minimal as a result of the proposed development.

It is further submitted that development within the adjoining drainage reserve to manage stormwater runoff will improve the environmental outcome of the drainage corridor through the planting of appropriate aquatic vegetation.

A copy of the 2011 Flora and Fauna Assessment is contained at **Appendix N**.

Indigenous Design Environmental Management Consultants were commissioned to review the native vegetation onsite and provide an assessment against the relevant regulations and controls including Clause 52.17 of the Latrobe Planning Scheme and DELWPs Biodiversity Assessment Report. The consultants have assessed the site on three separate occasions (2011, 2017 and 2018) to inform the relevant application with the current site conditions.

The development of the site with the proposed subdivision requires the removal of native vegetation which would be considered under the requirements of an intermediate assessment pathway under the Department of Environment, Land, Water and Planning's (DELWP) *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017). The findings of the most recent site assessment in April 2018 are as follows:

- The site study area is contained within the Latrobe City Council, West Gippsland Catchment Management Authority and Gippsland Plains Bioregion. The site visit confirmed the study area contains a mixture of;
 - Remnant vegetation including shrubs and graminoids which previously met the definition of a 'remnant patch' and,
 - 3 scattered native canopy trees within the site; comprising large to very large Gippsland Red Gums approximately 20 to 30 metres tall,
 - A fourth scattered tree had previously been identified in the south east, near the east-west tributary to Loy Yang Creek though it had been brought down in storms and removed since.
 - Field assessments confirmed there are no intact EVC's present in the area identified in the site proposed for residential development.
 - There are 6 medium to large Gippsland Red Gums scattered through the north-south tributary of Loy Yang Creek adjacent to the site,
 - The middle storey is almost absent, with a sparse coverage on the north and south banks of the east-west running tributary of Loy Yang Creek.
 - The ground storey is dominated by exotic pasture and herbaceous weed species are present in heavily degraded areas.
 - The native ground storey is mostly confined to the east-west running tributary to Loy Yang Creek with a small number scattered widely throughout the paddocks of the subject site identified in the original 2011 assessment. It was identified these areas no longer meet the definition of a patch due to the continued grazing and slashing regimens.

Vegetation losses have been identified as follows;

- 2 scattered trees, Gippsland Red Gums, within the site to facilitate the orderly delivery of the subdivision;
- A further three Gippsland Red Gums within the reservation abutting the site along its western boundary, which are large to very large *Eucalyptus tereticornis* subsp. *mediana* (Gippsland Red Gums) approximately 20 to 30 metres tall. The location of these trees abuts the proposed roadways and have been deemed lost due to the impact to the root

zones associated with battering and placement of fill with the proposed future road layout. However where possible, they should be retained. This is reflected in **Appendix H**.

- The total extent of vegetation clearing measures approximately 0.313 hectares (which comprises the combined estimated area of tree canopies)

Construction recommendations have been included to avoid damage to retained vegetation within the Creekline including but not limited to:

Tree Protection Zones are to be clearly delineated;

Adherence to allowable activities within the TPZ is required;

The unavoidable losses will be offset however should additional works incur losses then appropriate measures must be taken to apply the Guidelines and calculate appropriate offsets.

Offset considerations comprise the following elements;

- Using Victoria's Native Vegetation Information System (NVIM) native vegetation to be removed was identified as lost and a Native Vegetation Removal (NVR) report was generated which confirmed;
 - The assessment pathway of the proposal was 'intermediate';
 - Identified the offset requirement of the native vegetation to be removed 0.313 hectares.
 - The offset requirement of 0.078 'general' habitat units and 4 large trees will be purchased through a third-party offset via an allocated credit register extract from a credit provider ensuring the native vegetation policy of 'no net loss' is achieved.
 - A quote has been sourced confirming the credits are available and forms Appendix 4 of the report.

The Native Vegetation Assessment Report is provided at **Appendix K** and additionally has informed the preparation of a Vegetation Management Plan provide at **Appendix H**.

As part of future subdivision applications, targeted flora and fauna assessments should be undertaken and appropriate management requirements will be conditioned as part of future planning permits. Submissions raised the likelihood of flora and fauna not identified by the report. Therefore targeted/detailed fauna surveys in response to the comments (specifically looking at species claimed to occur), *and* for species known to occur in the area for which suitable habitat occurs on site (trees, dam/wetland, creeks), including those mentioned in the 2011 report. Targeted fauna surveys involve actively searching for species, using the appropriate methodology for each species, including trapping and monitoring, at a time of day/year that the species would be realistically expected to inhabit the area.

If any fauna species are found, advice may be sought from DELWP, depending on the conservation status on the species.

3.10 Infrastructure Services

An infrastructure Servicing Report has been prepared, contained at **Appendix L**, that details the necessary infrastructure required to service the proposed development. A summary of the infrastructure servicing capability is summarised below:

Electricity

SP Ausnet advises that electrical services can be provided by extending the high voltage (HV) network from existing substations within Ellavale Park Estate.

There are two substations providing supply points for extension. These are located in the following locations:

- Ellavale Drive opposite Ashleigh Court and;
- Ellavale Drive opposite Woodhall Close.

The HV network can be extended to additional substations to be provided by the developer within the new development area. The Ellavale Park Extension would likely require a minimum of four substation sites which will be determined at detailed design stage following issue of a planning permit.

Gas

APA Group advise that reticulated natural gas is available within the existing Ellavale Park Estate and can be extended to service the Ellavale Park Estate Extension. Further, APA Group confirms the service extension would be from Ellavale Drive adjacent to Southdown Way.

APA Group suggest the connecting road across the watercourse to the new development area should be as close as practical to the supply point. This is to reduce the likelihood of a developer charge being required as the cost of construction along a road network is generally regarded by APA Group as being cheaper. However, crossing the watercourse outside of a road reservation is possible.

Telecommunications (Fibre Optic)

The Telstra network currently services the existing Ellavale Park Estate and can be extended to service the Ellavale Park Estate Extension.

Sewer

Gippsland Water has confirmed that the site can be serviced via gravity sewer reticulation throughout the development to the pump station currently servicing the existing Ellavale Park Estate. Recent communication with Gippsland Water indicates that augmentation works will be required to the existing pump station when the number of additional lots connected exceeds 200. The augmentation works are expected to require upgrades to the pumps and electrics.

Additionally, a DN225 sewer extension will be required to be constructed from the existing sewer pump station to, and along, the east side of the waterway.

It is submitted that the proposed 307 lot residential subdivision can be adequately serviced following the upgrade to the existing pump station.

Potable Water

Gippsland Water is the responsible authority for water assets in the area and they have provided land servicing advice for water supply to the development.

The authority has confirmed that the supply of potable water is available from the existing reticulation assets located in Ellavale Estate. The water main can be extended from the existing subdivision and adequately service the proposed estate.

A copy of the Infrastructure Servicing Strategy is contained at **Appendix L**.

4 STAGING & IMPLEMENTATION

4.1 Staging

The Staging Plan contained at **Appendix E** identifies four stages with stages 1-3 occurring on the northern land parcel and stage 4 occurring on the southern parcel.

Stage 1 is proposed to include the main entrance to the estate which is relatively central to the overall development. The following stages generally occur to the centre of the estate before heading north and completing development of the northern parcel of land.

The southern parcel of land is proposed to be developed as a separate stage.

The proposed staging is based on the logical and efficient delivery of infrastructure and servicing of the estate and forms a cohesive and integrated extension to the existing residential area to the west.

The development may occur out of sequence to the nominated staging, with approval of the responsible authority, and would address any requirement to deliver relevant infrastructure with the specific staging. The detailed design of stages will resolve the infrastructure requirements and delivery associated with a specific stage will be considered with any further permit application for subdivision. It is considered the 4 stages detailed above will be delivered in smaller stages and there may be up to 11 stages in total resolved with the permit application.

4.2 Subdivision Applications

In addition to the applicable provisions of the planning scheme, an application for subdivision and/or development should consider the following:

- The subdivision layout and design must be generally in accordance with the Ellavale East Development Plan.
- Lots directly abutting the northern boundary along the Gippsland Railway Line, and any further lots as considered appropriate, must adopt the required measures to mitigate noise levels associated with the railway line, as informed by an acoustic assessment undertaken at the planning permit stage. Consideration should be given to which stage of development an acoustic fence is required as it may be earlier than the stage directly abutting the railway line. Mitigation measures will need to ensure the dwellings are constructed to the following noise levels:
 - Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
 - Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

For fencing adjoining the railway line, specifications set out by S173 Agreement AD914561P is acceptable as it requires fencing to be erected within 3 months of occupancy. In order to discourage trespassing the footholds side of the fence must be placed on the rail reserve side.

Fencing should be reviewed by Vline to ensure it does not block signal sighting and access to tracks. Referral for this should be sent to:

David Dunston

Business Development Manager – Asset Management
V/Line Pty Ltd
Level 9, 750 Collins Street
Docklands VIC 3008
GPO Box 5343 Melbourne VIC 3001
T (03) 9619 5256
M 0403 195 640
E david.dunston@vline.com.au

- Building envelopes for lots affected by a minimum setback in relation to bushfire should be considered to ensure that the relevant Bushfire Attack Level is achieved. If building envelopes are not considered necessary the responsible authority and the CFA should be satisfied that bushfire requirements can be appropriately met and maintained after the subdivision has been completed.
- Public Open Space must be provided generally in accordance with the EEDP, with a cash contribution to be paid for any shortfall of unencumbered land contribution to meet the total requirement of 8% of the net developable area.
- Lots directly abutting reserves should be designed to facilitate passive surveillance. Consideration should be given to a requirement for design guidelines and Section 173 Agreement, or other mechanisms as appropriate, to ensure an appropriate design on affected lots after the subdivision has been completed.
- Infrastructure must be designed and constructed in accordance with Council’s relevant policies.
- The detailed design for works within the drainage reserve should avoid the removal of any further native vegetation than identified on the Vegetation Management Plan forming part of the Development Plan.
- A Waterway Management Plan and revised SWMS (**Appendix M**) must be prepared to the satisfaction of the West Gippsland Catchment Management Authority. WGCMA recommendations will guide any management strategies to improve the biodiversity and amenity within the Creek reservation and additional planting which may be required.
- Since the development proposes to utilise an existing drainage culvert running through the railway corridor, the standard 3rd party access application (refer attached “Third Party Access form”) involving the 4-phase review, approval and licensing process will be required in order for VicTrack to issue a statement of compliance for the use of this culvert in the railway corridor. (A copy of this form has been sent to Beveridge Williams). It would be advisable for the developer to initiate contact with the Accredited Rail Operator (ARO) - V/Line in this case - in order to ensure all of their requirements are satisfied prior to submitting a formal application (the developer/applicant can contact our team on services@victrack.com.au to carry on the review and discussion further once development plans are finalised or progressed further).

This review would be required in order to ensure the development does not affect the railway corridor or the rail operator’s ability to continue rail operation in any way, and would be required even if no works are proposed within VicTrack land (unless otherwise agreed to by VicTrack and the ARO).

- Drainage infrastructure will be provided in accordance with the revised Stormwater Management Plan..

- A Landscape Master Plan must be prepared and submitted as part of any subdivision application. The landscape plan must be generally in accordance with the EEDP and include;
 - Existing landscaping features constructed as part of the Ellavale Estate subdivision.
 - Vegetation to be retained and removed.
 - The areas of public open space and road reserves to be planted, including landscape detail.
 - The species, height and width and placement of trees.
 - The location of pedestrian pathways, signage, fencing, public lighting and street furniture.
 - The detailed design of drainage areas and WSUD features.
 - The staging of landscaping works in relation to stormwater infrastructure.

- The landscape design must:
 - Ensure landscaping opportunities supports surveillance and provides shade in streets, parks and public open space.
 - Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, playgrounds and shaded areas.
 - Provide appropriate pathways, signage, fencing public lighting and street furniture.
 - Be compatible with any waterway management requirements of the WGCMA.

APPENDIX A. Certificates of Title

APPENDIX B. Site Context Plan

APPENDIX C. Site Analysis Plan

APPENDIX D. Proposed Ellavale Estate Eastern Extension Development Plan

APPENDIX E. Indicative Subdivision and Staging Plan

APPENDIX F. Design Response Plan

APPENDIX G. Mobility Plan

APPENDIX H. Vegetation Management Plan

APPENDIX I. Aboriginal Cultural Heritage Advice

APPENDIX J. Traffic Impact Assessment Report

APPENDIX K. Native Vegetation Assessment

APPENDIX L. Infrastructure Servicing Strategy

APPENDIX M. Stormwater Management Strategy

APPENDIX N. Flora and Fauna Assessment 2011

APPENDIX O. LANDSCAPE MASTERPLAN

APPENDIX P. CROSS SECTIONS

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Ellavale East Development Plan

Response to key themes raised in submissions

Traffic

Access points

The proposed Ellavale East Development Plan (EEDP) will have five exit points; two which will exit onto Ellavale Drive, two which exit to the east of the site onto Mahogany Drive and Nicholi Drive, and one to the south of the site. The southern exit will be constructed last once South East Traralgon is developed.

An east-west link is proposed as the main access into the proposed EEDP. However for traffic calming and safety purposes a roundabout is proposed to manage the additional traffic flow at this intersection. The roundabout would be designed to reduce vehicle speeds and a speed hump is unlikely to be required and would not be installed if this is to be a future bus route.

It is critical for the entire Ellavale Estate for Mahogany Drive and Nicholi Drive to be accessible. The Latrobe Planning Scheme requires housing developments 'to provide direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network'.

Standards to achieve this objective include;

- the provision of safe and efficient road access to all lots for service and emergency vehicles; and
- providing an appropriate level of local traffic dispersal and minimise the provision of court bowls.

The provision of five access points will ensure that the EEDP will meet the objectives by allowing for safe and efficient access for emergency vehicles and also provide better moveability for people within the subdivision and wider area.

The proposed access to Stage 11 is appropriate. Placing this access opposite Ashleigh Place would create an unideal cross road. Many existing streets within the estate are opposite dwellings.

Direct access to Princes Highway

Regional Roads Victoria has constructed key intersections along the Princes Highway East to the east of Traralgon (managed via roundabouts) at Rocla Road, Stammers Road and Minnedale Road. These intersections have been introduced as part of an access management strategy to balance both the mobility of motorists and providing safe and equitable access for the existing industrial development adjacent to the highway. Any consideration for a new access point would be required to connect to one of these existing intersections. There are currently no proposals to introduce additional intersections along this section of the highway.

Any new connection between the Ellavale subdivision and the Princes Highway East will require crossing the Melbourne to Bairnsdale rail corridor. Based on current State policies, this will require a grade separated treatment to avoid the introduction of a new at-grade intersection.

Latrobe City Council suggests that the feasibility and cost to construct a new crossing is not considered practical based on the size of the development. This includes transitioning level for the grade separation within a narrow distance between the highway and rail corridor and environmental impacts to surrounding wetlands. As such, a new connection linking Laurina Drive and the princes Highway East is not supported.

Increase in traffic

The traffic concerns around Ellavale Drive will aim to be mitigated with improved internal connections to the east. Residents from the existing estate may also use these connections to exit to Minnedale Road.

Upgrades required to existing roads

The traffic report prepared by Beveridge Williams concludes that there is capacity within the existing road networks to accommodate the additional traffic generated by the EEDP, without the need for any upgrades.

Discussions with Council's engineering department indicate that the Ellavale Drive capacity is an existing issue that has been highlighted by the submissions. Council are undertaking costings for upgrades along Ellavale Drive. This includes parking bays, better signage and road markings along the existing road. A non BAU bid will be put forward as part of the 20/21 or 21/22 budget bid process.

In addition, Council are investigating a signalised intersection for McNairn Road and Ellavale Drive. A contribution towards this signalised intersection will be required at a planning permit stage for the development. Construction of the signalised intersection will be reported on at a future Council meeting.

Any permit issued will have a condition requiring a construction management plan which will consider and manage offsite impacts during the construction phase. The pavement surface of Ellavale Drive is subject to the usual maintenance intervention levels of Council. Any unacceptable impact of increased traffic should be able to be addressed within Council's usual maintenance program.

Future upgrades to Mahogany and Nicoli Drive will occur at the time that the land either side of these roads are developed.

Identification of Ellavale Drive as a Collector/Connector Street

The Traffic and Transport Assessment (Beveridge Williams October 2018) explains that *"Based on the existing traffic volumes utilising Ellavale Drive, and the existing cross section that allows kerb side parking and through traffic, it is considered that the operation of Ellavale Drive is best defined as a Connector Street rather than an Access Street"*.

Operationally, and traffic volume-wise Ellavale Drive is a Connector Road. Changing the classification won't change its use, volumes, or resident's habits around travelling on it.

Road widths are too narrow

The width of the roads is in accordance with Council's currently adopted Infrastructure Design Manual which states Access streets must have a minimum carriageway width of 7.3m (curb invert to curb invert).

The existing estate has similar road widths to the new section of the estate. The road reserve of Ellavale Drive is approximately 20m wide while the internal road reserves within the estate are approximately 16m wide. The Ellavale Drive extension through the new estate will have a total width of 24m to allow for future upgrades if required.

Traffic counts

The Traffic and Transport Assessment (Beveridge Williams October 2018) cites 2017 counts as this is when the planning proposal work commenced. Renew of traffic counts is not deemed necessary if there has been no substantial number of lots constructed since 2017.

Intersection safety concerns

Intersections with poor sight lines can be addressed with signage if there is a demonstrated issue.

Specific intersection concerns are addressed below:

Ellavale Drive / McNair Road: There was a condition on the Planning Permit for Stage 20 requiring an upgrade to this intersection, however due to a number of issues with the intersection, a roundabout is unsuitable for this location, therefore the developer provided Council with a cash contribution (which is being held in Trust) for a future intersection upgrade. The upgrade of this intersection will be investigated by Latrobe City Council's Engineering team.

McNair Road / Princes Highway: The proposal was referred to VicRoads who are the managing authority for the Princes Highway. Given the proposal, this intersection will be impacted by the additional traffic. VicRoads acknowledge that there is not enough room between the two intersections on the Princes Highway to provide for a second right turn lane or lane extension unless major works are completed. It is anticipated that there will be issues during peak times, similar to now. Complication may also arise for traffic on McNair road given the close proximity of McDonalds and Bunnings; however alternate routes are available to travellers to the town centre or towards Sale via Minnedale road, and travellers ultimately will decide on the best route for them.

Ellavale Drive / Laurina Drive (east end): This intersection will likely only experience traffic from Stage 11 (approx. 33 lots). There should be enough space for 2-way traffic travelling slow enough.

Ellavale Drive / Laurina Drive (west end): There was a condition on the Planning Permit for Stage 20 requiring an upgrade to this intersection, however on completion of the stage it was identified that no further works were required in order to meet the requirements of the Planning Permit.

Native Vegetation & Local Fauna

Removal of large gum trees

Changes have been made to the plans to show two large gum trees as being "Existing tree subject to retention based on detailed engineering design". The previous plans identified them as to be removed. This was due to

trees being considered “lost” due to the possibility of encroachment into their roots. Therefore the plans now show that where possible, these trees should be retained.

The Victorian Government’s long-term plan for biodiversity *Protecting Victoria’s Environment – Biodiversity 2037* (DELWP, 2017) provides policy objectives that relate to the need for consideration of the natural environment in decision making. Clause 12.01 and 52.17 of the State Planning Policy Framework (SPPF) outlines Victoria’s policy objectives to the protection and management of native vegetation.

Given the open space available and the relative lack of constraints, avoiding the removal of the large gum trees is considered feasible.

Measures will be implemented to avoid or minimise any impact on native vegetation. If offsets are required, this will be addressed at the planning permit stage.

Targeted flora and fauna assessments will also be required at each stage of the development.

Covenants were applied to the first stage of the Ellavale estate, which was achievable as a result of the large lots.

Considering Local Fauna

As part of each stage of development, a targeted flora and fauna assessment will be required this will consider habitats for any fauna found.

Neighbourhood Character

Lot sizes are too small

State planning policy states that land zoned for general residential purposes should yield an average lot density of 15 dwellings per hectare. In 2011 Council made a resolution of a preferred density of 11 lots per hectare across the municipality.

The average lot in the existing estate is 1,334m²; with lots ranging in size from 336m² to 7,125m²; the earlier stages of the estate skew these figures due to the higher volume of larger lots, and that these were developed prior to Councils resolution in 2012 setting the preferred lot size at 11 lots per hectare. These lots have the ability to be further subdivided incrementally increasing the density of the existing area. Calculations based purely on the latest stages of the existing estate (south of Southdown Way) show the average lot size is 873m² with lots ranging from 336m² to 1,633m².

The EEDP proposes lots ranging in size from approximately 393m² to 1,392m² with an average lot size of 678m². A range in lot sizes is being proposed in order to accommodate a variety of household types and sizes.

The lot sizes proposed within the EEDP are considered appropriate for the following reasons:

- The lot sizes are in keeping with the General Residential zoning of the precinct;
- The precinct can be adequately serviced and due to its close proximity to the township, it is important to adequately utilise the land; and
- It provides a diversity of lot sizes and housing choice.

Loss of neighbourhood character

The land to which the Ellavale East Development Plan applies is zoned for general residential purposes. The proposed lot yield is 11 lots per hectare which is considered appropriate from a planning perspective. The proposed development is consistent with the current planning policy directions regarding better utilisation of residential land.

The Ellavale East Development Plan responds to the existing neighbourhood character by:

- Road reserve widths are consistent with the existing residential areas; and
- Proposed landscaping of the precinct through street trees and open space areas.

Development of small farms

The subject site was rezoned for residential in 2011. The surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site.

While it is acknowledged that change is not always wanted by existing residents, there is long term strategic direction within the Latrobe Planning Scheme to grow Traralgon in this direction by transitioning to conventional residential as the need requires.

Drainage

Impact of Stormwater

It is a requirement of the planning scheme that stormwater discharges not be increased from pre-development flow rates unless approved by the relevant drainage authority. No increase in stormwater discharge from the proposed development will be accepted.

Appropriate capacity culverts would be constructed as required by the WGCMA and Council to ensure safety of pedestrians, traffic and abutting properties.

Further flood modelling will provide specific flood levels; at this stage these details cannot be confirmed.

Existing dam

An amended stormwater management strategy is required and dam retention will be considered as part of the strategy. However dams present a public safety risk and if the dam is to be retained the developer would be required to assess and upgrade the dam wall to comply with ANCOLD requirements. The original construction of the dam is not likely to have been approved by Council.

Loy Yang Creek development and management

Council Officers have liaised with WGCMA to discuss the possibility of establishing a "friends" group to care for the Loy Yang Creek. A "friends" group is a group of local residents and volunteers who work to protect and improve the environment within a specific catchment area. Local residents can get together and apply through landcare to establish a group.

Other matters

Lack of footpaths

With Ellavale Drive being a Collector Street, the Infrastructure Design Manual (IDM) requires a shared path on both sides, however given the road reserve of Ellavale Drive (west of Southdown Way) being approximately 20m with a pavement width of 10m, this does not allow for an additional footpath to be installed without acquiring land.

Connection of the footpath along Laurina Drive would not be considered as part of this development, but would likely be included in the future development of the South East Traralgon precinct.

A footpath connection from Ellavale Estate to the Traralgon CBD is out the scope of this development. The *Latrobe City Tracks Trails & Paths Strategy Latrobe. Be in It.* (Planisphere April 2016) identifies a proposed Local Route from Ellavale Drive to the Traralgon CBD via Tulloch Way / Glenview Drive and Howitt Street, this includes on-road provisions for cyclists. Recreation and Open Space will be developing a new 5 year Implementation Plan for Tracks Trails and Paths Strategy in which the community will be able to make a submission. Landowners are encouraged to participate in this process. However Council in the past has had issues regarding the negotiating the use of VicTrack land for recreation/leisure opportunities in the past.

The EEDP will decrease property values in the existing estate

There are a number of factors which influence property value such as the current market, the size and quality of building construction, property improvements such as pools or landscaping and the land size and location.

Whether the dwellings to be constructed are owner/occupier or investment properties is not a planning consideration. The ownership type is not a good indication to determine the quality or maintenance of properties

The State Government control social housing and questions regarding their criteria for where they develop should be directed to HousingVic managed by Department of Health and Human Services.

The EEDP will increase crime in the existing estate

A number of factors can contribute to an increase in crime. Increased passive surveillance through dwelling design and road lighting can help play a deterrent to crime.

A concern is the accessibility of the estate as a result of the proposed Traralgon Bypass. The proposed Traralgon Bypass has no indicative start date, therefore is difficult to provide any indication of the likely affects and exact access from the EEDP.

Telecommunications infrastructure struggling to supply connections currently

As part of any planning permit issued for the site, a condition will be placed on the permit which requires the developer to enter into an agreement with the relevant telecommunications provider. This condition can be found in the Latrobe Planning Scheme under Clause 66.01-1 (Mandatory Conditions for Planning Permits).

Proximity to Gippsland Railway Line

Conditions will be placed on the Development Plan and subsequent permits which will require agreements be placed on the titles regarding building standards for acoustic attenuation for dwellings and adjoining fences to the railway reserve.

Proximity to Loy Yang Mine

It is not considered that it is warranted to include a restriction on title advising landowners of the separation distances to Loy Yang given there are dwellings within closer proximity. A landscape buffer along the eastern boundary would not create a visual break from the mine and therefore would not be beneficial to the overall proposal.

When will the development occur?

The development of the EEDP precinct and the release of lots will occur in stages over a number of years which means that any increase in population will be gradual.

The time for the area to be developed will be largely dependent on the market take up. The proposed order of staging for the EEDP is:

- Stage 1 – 40 lots
 - Stage 2 – 39 lots
 - Stage 3 – 23 lots
 - Stage 4 – 27 lots
 - Stage 5 – 25 lots
 - Stage 6 – 25 lots
 - Stage 7 – 29 lots
 - Stage 8 – 30 lots
 - Stage 9 – 29 lots
 - Stage 10 – 24 lots
 - Stage 11 – 33 lots
- Total = 324 lots

**SUMMARY OF SUBMISSIONS & PLANNING COMMENT TO
ELLAVALE EAST DEVELOPMENT PLAN**

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
1	Support	a) <u>Power</u> - The developer will be required to enter into negotiations through the subdivision stage.	a) <u>Power</u> - Noted.	No	Yes
2	Object	a) Concerned about small farmlets being turned into or surrounded by an estate. b) Concerns over additional overpriced homes. c) Wants for those who have purchased out of town to remain out of town.	a) The land is zoned General Residential Zone which is designed to enable new housing growth and diversity near activity centres. b) Planning is unable to regulate house prices as this is dictated by a number of factors outside council's control. c) The subject site was rezoned for residential in 2011. The surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional residential as the need requires.	No	Yes
3	Support with changes	a) <u>Bus Route</u> - Potential bus route has yet to be implemented in the Development Plan. b) <u>Road Design</u> - The proposed northern connection to Ellavale Drive should be constructed as an extension from the existing (East/West) carriageway (ie. Direct connections between Ellavale Drive, Mahogany Drive and/or Nicholi Drive) creating a seamless transition from the	a) <u>Bus Route</u> – The alignment between the existing Ellavale Drive and Nicholi Drive was amended by allowing enough width for the road to be upgraded to a Collector Road in the future, removing the two tight turns and providing a straighter alignment to help with future bus route connections. b) <u>Road Design</u> - An east-west link is proposed as the main access into the proposed Ellavale East estate. However for traffic calming and safety	Yes	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
		<p>neighbouring subdivision, and providing a more comfortable route should this road become a bus route. If the current design is adopted then Transport for Victoria would request that the road is designed appropriately and upgraded if required. Right angle turns and short transitions between intersections should be avoided.</p> <p>c) <u>Development (southern section)</u> - The lots at the southern half of this development have multiple access and egress points however it is unclear how this will actually be achieved. Consider a requirement for this developer to secure and construct this access prior to Stage 11 proceeding. The mobility plan should also include reference to the proposed link.</p> <p>d) <u>Train line</u> Noise as a result of proximity to the rail track needs to be taken into consideration for newly constructed dwellings. Clause 58.04-3 of the Latrobe Planning Scheme set out these requirements. Believes noise mitigating measures stipulated are not adequate if rear façade of dwellings is approx. 40m from track.</p> <p>The fencing requirement and specification as set out in the s173 agreement (AD914561P) on adjoining land is acceptable and should be placed on any permits of lots created that abut the rail reserve. Condition on permit must be included to ensure fencing does not block</p>	<p>purposes a roundabout is proposed to manage the additional traffic flow at this intersection. Intersections should be designed as altered T's providing for priority along the connector route. The two T intersections do provide for some deterrence to speeding traffic.</p> <p>c) <u>Development (southern section)</u> The southern portion has two proposed access points; one onto Ellavale Drive to the west and one to the south. The southern connection is proposed to be constructed once the South East Traralgon Precinct Structure Plan can be implemented. This is a long term connection. The Ellavale Drive connection will need to be completed prior to construction of Stage 11.</p> <p>d) <u>Train line</u> - Conditions will be placed on the Development Plan regarding building standards for acoustic attenuation for dwellings and adjoining fences to the railway reserve as specific permit conditions.</p> <p>e) <u>Drainage</u> - The development will treat and contain all drainage on site as per any requirements specified within the Stormwater Management Strategy submitted as part of future planning permits.</p> <p>f) <u>Mobility</u> – The mobility plan was updated to provide better east-west connections.</p>		

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
		<p>signal sighting and access to tracks.</p> <p>e) <u>Drainage</u> - Stormwater Management Strategy needs to be amended to include details to ensure the proposal will not impact on VicTrack assets.</p> <p>f) <u>Mobility</u> - Mobility Plan to show better linkages.</p>			
4	Object	<p>a) <u>Lot size</u> - Considers the lot sizes too small. Having larger lots will result in less investment properties and renters; more chance of bigger houses with developed landscaping and owner occupiers that care. Therefore the overall value of the estate is kept high and the quality of homes, people and families is kept at the status quo.</p> <p>b) <u>Road width</u> - Considers width of roads too small. The roads within the existing Ellavale estate are too narrow and do not allow for two cars with a width of 2.25m passing each other.</p>	<p>a) <u>Lot size</u> – The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m² and 1139m².</p> <p>The existing Ellavale Estate was approved prior to Council adopting the current preferred lot density.</p> <p>The surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional residential as the need requires.</p> <p>Whether the dwellings to be constructed are owner/occupier or investment properties is not a</p>	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
			<p>planning consideration.</p> <p>b) <u>Road width</u> - The width of the roads is in accordance with Council's currently adopted Infrastructure Design Manual which states Access streets must have a minimum carriageway width of 7.3m (curb invert to curb invert).</p>		
5	Object	<p>a) <u>Traffic</u> - Concerns over increased traffic taking the Melrossa Road/ Ellavale Drive route. High levels of traffic already exist and are the only two entry points to the current estates. It is unlikely any residents would use Mahogany Drive or Nicholi Drive to access the estate.</p> <p>b) <u>Footpaths</u> - Increased traffic is a safety issue due to lack of footpaths.</p> <p>c) <u>Crime</u> - Increased dwellings in the area could lead to an increase in crime as there will be the ability to drive straight through all the estates and onto the proposed Traralgon Bypass.</p> <p>d) <u>Aesthetics</u> - Out of town country aesthetic is an attractive aspect of the current estate. An additional 300 lots would ruin this.</p> <p>e) <u>Drainage</u> - Stormwater could impact on the watercourse running through the property.</p>	<p>a) <u>Traffic</u> – The Ellavale East development proposes five exit points; two will exit onto Ellavale Drive, two will exit to the east of the site and one will exit to the south of the site. The southern exit will be constructed last once South East Traralgon Precinct Structure Plan area is developed.</p> <p>b) <u>Footpaths</u> – As part of any planning permit issued, conditions will be placed on the permit to require the construction of footpaths as set out by Council's Infrastructure Design Manual.</p> <p>c) <u>Crime</u> - The proposed development will provide an increase in passive surveillance through dwelling design and road lighting which may act as a deterrent for anti-social behaviours.</p> <p>d) <u>Aesthetics</u> - The land and surrounds are identified on the Traralgon Structure Plan as being current or future residential. Therefore there is strategic direction for Traralgon to grow in this direction.</p> <p>e) <u>Drainage</u> - The Development Plan requires an updated Stormwater Management Strategy which will mitigate any potential issue and will be implemented as part of permit conditions.</p>	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
6	Object	<p>a) <u>Traffic</u> - Due to increased traffic on Ellavale Drive in accessing the proposed Ellavale East estate, a suggestion is to lengthen Southdown way to the Stammers Rd / Princess Hwy round about.</p> <p>b) <u>Footpaths</u> - Lack of shared foot paths to Ellavale, suggests this could be resolved by extending the Howitt St shared foot path along the railway line as people are already walking and riding along this railway easement (safety concerns).</p>	<p>a) <u>Traffic</u> – A potential link to the Princes Hwy directly north of the proposed development has been considered, however, due to the significant amount of infrastructure needed this would be cost prohibitive for a development of this size.</p> <p>b) <u>Footpaths</u> – This is a matter that Council is reviewing and will seek community feedback at a later date, however, in this instance it is outside the scope of this development.</p>	No	Yes
7	Object	<p>a) <u>Lot size</u> - The new subdivision needs to be in keeping with the current Ellavale estate and keep all house blocks over 900m².</p>	<p>a) <u>Lot size</u> - The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m² and 1139m².</p> <p>The existing Ellavale Estate was approved prior to Council adopting the current preferred lot density.</p> <p>The surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional residential as the need requires.</p>	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
8	Object	<p>a) <u>Traffic</u> - Proposes a speed hump on the eastern side of the development to slow down the traffic just as they have speed humps at 102 & 118 Ellavale Drive to slow down the traffic before they get to the corner, as just having a roundabout will not slow down the traffic. The developers should be made to pay for this speed hump and not the ratepayers as that is what will happen after the development is finished.</p> <p>b) <u>Drainage</u> - Questions the type of bridge that is going to go over the dry creek bed as when there is a good amount of rain a lot of water goes along that creek plus all the storm water from eastern section of the current Estate goes into the creek. Having a Culvert will make the water bank up.</p>	<p>a) <u>Traffic</u> - The roundabout would be designed to reduce vehicle speeds and a speed hump therefore is unlikely to be required. The staggered T at the eastern connection to the estate on Ellavale Drive should slow traffic enough to not necessitate a speed hump.</p> <p>b) <u>Drainage</u> – A requirement of any future permit conditions and Councils engineering requirements will ensure that the bridge and associated works will be designed appropriately.</p>	No	Yes
9	Object	<p>a) <u>Aesthetics</u> - The development will greatly detract from the aesthetic appeal of the existing estate.</p> <p>b) <u>Traffic</u> - Ellavale Drive is very busy now – especially at school times. The resultant increase in traffic will greatly decrease the liveability of the estate. With a connection to the highway via Mahogany drive, Ellavale drive will become a thoroughfare for traffic heading to the southern side of Traralgon as well as Loy Yang power station.</p>	<p>a) <u>Aesthetics</u> - The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m² and 1139m².</p> <p>The existing Ellavale Estate was approved prior to Council adopting the current preferred lot density.</p>	No	NO

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
			<p>The surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional residential as the need requires.</p> <p>b) <u>Traffic</u> - It is noted that increased traffic along Ellavale Drive is of concern – however, once this site is developed, they will no longer be the only roads in and out of the estate.</p>		
10	Object	<p>a) <u>Traffic calming</u> - Believe speed humps should be installed at several locations along Ellavale Drive, especially one on the western side of the intersection of Saxby Court. This will assist residents to leave their home safely and also to slow the drag strip down coming from McNairn Rd before the corner, “S” bends.</p> <p>b) <u>Traffic counts</u> - Traffic counts were undertaken on 7 Feb 2017, there has been an increase in dwellings since then which needs to be considered.</p> <p>c) <u>Traffic distribution</u> Item 4.2 Traffic Distribution error stating “20% North via Minniedale Road and McNairn Road” this should read “south”. The Traffic Report traffic distribution predictions is not accurate, thus the assumptions made are far reduced and inaccurate. The total VPD stated should be substantially more, particularly the McNairn</p>	<p>a) <u>Traffic calming</u> – Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive. This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements. Councils Engineering department will continue to plan for the most appropriate traffic calming measures throughout the existing estate.</p> <p>b) <u>Traffic counts</u> - The Traffic Report refers to counts completed in 2017 as this is when the planning proposal work commenced. Traffic surveys can be updated, with appropriate observations with regard to the queue lengths during the peak periods; however, at this stage Council considers it is not necessary to undertake further surveys; however future surveys will be undertaken if required.</p> <p>c) <u>Traffic distribution</u></p>	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
		<p>Road / Ellavale Drive intersection. Average waiting times are not current and do not accurately reflect the real peak waiting times. No evidence to support traffic distribution predictions, believes no one will drive extra distance to get to from CBD via Nicholi / Mahogany.</p> <p>d) <u>Road design</u> - Objects to Ellavale Drive being a connector road according to its use and not its width, believes Ellavale Drive is not currently coping with the excess movements it's currently classified for. Cars cannot park on pavement / road reserves and still allow cars to pass safely.</p> <p>e) <u>Road access</u> - Questioned why an access route of Melaleuca Way / Grevillia Way / Melrossa Road instead of Ellavale Drive has not been promoted in the plan as an option.</p>	<p>Error noted.</p> <p>Council supports the findings of distribution predictions as found in the Ellavale East Development Plan traffic report.</p> <p>d) <u>Road design</u> - It is noted that increased traffic along Ellavale Drive is of concern – however, once this site is developed, the proposed estate will have five exit points; two will exit onto Ellavale Drive, two will exit to the east of the site and one will exit to the south of the site. The southern exit will be constructed last once South East Traralgon Precinct Structure Plan area is developed.</p> <p>e) <u>Road access</u> – The Development Plan considers direct access points from the estate; Melaleuca and Grevillia Way both run parallel to the site and do not provide direct access.</p>		
11	Support	a) <u>Conditions for permit</u> - Appropriate conditions will be placed on any permit issued during the subdivision process.	a) Noted	No	Yes
12	Object	a) <u>Native Vegetation</u> - Retention of large gums should be considered as much as possible as Ellavale drive is synonymous with these large native trees, any development in East Ellavale would benefit from the retention of these trees. If it is ultimately not possible to retain these trees then they should be replaced along the greenbelt/ drainage reserve with suitable large stature native trees - not shrubs.	a) <u>Native Vegetation</u> - Changes have been made to the plans to show two large gum trees as being "Existing tree subject to retention based on detailed engineering design". The previous plans identified them as to be removed. The trees are considered to be 'lost' as the proximity of construction to their critical root zone will compromise the trees which may result in its removal or failure in the future. Therefore the plans now show that where possible, these trees	Yes	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
		b) <u>Traffic</u> - The intersection at Ellavale Drive and McNairn Rd is already notoriously difficult to negotiate. With the offset intersection of Tulloch way, combined with the traffic at the corner store, vehicles parking and reversing from the shop, the recent relocation of the croquet grounds and large commercial vehicles (up to and including B-Doubles) using McNairn Road & Shakespeare Street to avoid traffic lights on Princess Drive, all combined to make this intersection a very challenging prospect. Suggests further development of Ellavale must address this intersection & parking at the McNairn Rd convenience store.	should be retained. b) <u>Traffic</u> - The traffic concerns around Ellavale Drive and McNairn Road should be improved with internal connections to the east.		
13	Object	a) <u>Traffic</u> - Does not have an objection against the development, however there needs to be consideration given to the traffic flows.	a) <u>Traffic</u> - Noted. Traffic flow has been improved internally within the Ellavale East Development Plan through efficient east-west road connections.	No	Yes
14	Object	a) <u>Traffic</u> - Road safety, speed and noise levels on Ellavale Drive are an issue and some form of control needs to be introduced. b) <u>Road maintenance</u> - What controls will be put in place to control traffic volumes and weights during the construction period along Ellavale Drive in order to maintain the present road surface condition (as Ellavale Dr has in recent years been reconstructed and it is uncertain whether it would withstand constant heavy traffic).	a) <u>Traffic</u> – Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive. This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements. Councils Engineering department will continue to plan for the most appropriate traffic calming measures throughout the existing estate. b) <u>Road maintenance</u> - Any permit issued will have a condition that requires a construction	No	Yes

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		c) <u>Road access</u> - Other than the existing exits from Ellavale estate will there be new exit routes constructed from the new estate to relieve pressure on those exits now existing. Traffic volume is quite high along Ellavale Drive already.	<p>management plan which will manage the offsite impacts during the construction phase. The pavement surface of Ellavale Drive is subject to the usual maintenance intervention levels of Council.</p> <p>c) <u>Road access</u> - The Ellavale East development proposes five exit points; two will exit onto Ellavale Drive, two will exit to the east of the site and one will exit to the south of the site. The southern exit will be constructed last once South East Traralgon Precinct Structure Plan area is developed.</p>		
15	Object	a) <u>Lot size</u> - Objects to blocks smaller than 800m ² .	<p>a) <u>Lot size</u> - The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m² and 113m².</p> <p>The existing Ellavale Estate was approved prior to Council adopting the current preferred lot density.</p> <p>The surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional</p>	No	NO

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			residential as the need requires.		
16	Support with changes	<p>a) <u>Lot size</u> - A slightly different lot configuration should be considered to include the following:</p> <ul style="list-style-type: none"> - A greater number of lots in the 751-950m² range along the eastern interface to provide a greater recognition and transition between existing adjoining lots (land zoned Rural Living) and the proposed lots. This lot yield may be offset by providing increased infill lots with a prime interface to the drainage reserve on the western side of the proposed subdivision layout. <p>b) <u>Location of mine</u> - The department notes that the subject land is approximately 1.5km from MIN5189 at its closet point and 1.78km from crest of Loy Yang Mine. These separation distances would provide appropriate buffers from any existing and or proposed mining activity. Council may wish to consider, through discussion with the permit applicant, the imposition of restrictions and or notifications advising future land owners of the above distances and or current mining activities.</p> <p>c) <u>Landscape buffer</u> - An alternative solution might also incorporate a landscape buffer along the eastern (rear of some or all of the proposed residential lots) interface to create a visual break/frame.</p>	<p>a) <u>Lot size</u> - DEDJTR's recommendation of larger lots along the eastern interface to provide greater recognition between rural and residential is noted. However given the surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional residential as the need requires.</p> <p>b) <u>Location of mine</u> - It is not considered necessary to include a restriction on the title of land advising future landowners of the separation distances to the Loy Yang Coal Mine.</p> <p>c) <u>Landscape buffer</u> – It is considered that a landscape buffer along the eastern boundary of the land would not assist in creating a visual break from the Loy Yang Coal Mine.</p> <p>d) <u>Environmental</u> - The application was referred to the EPA for consideration and no comments were received for the application.</p>	No	Yes

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		d) <u>Environmental</u> - In terms of prevailing winds, council may be advised to undertake and or seek comments from the EPA regarding dust implications arising from mining activities.			
17	Object	a) <u>Road access</u> - Suggests a direct highway access and to open the link between Laurina Drive east and west.	<p>a) <u>Road access</u> - Regional Roads Victoria have constructed key intersections along the Princes Highway to the east of Traralgon which are managed via roundabouts at Rocla Road, Stammers Road and Minniedale Road. These intersections have been introduced as part of an Access Management Strategy to balance both the mobility of motorists and providing safe and equitable access for the existing industrial development adjacent to the highway. Any consideration for a new access point would be required to connect to one of these existing intersections.</p> <p>There are currently no proposals to introduce additional intersections along this section of the highway.</p> <p>Any new connection between the Ellavale sub division and the Princes Highway will require crossing the Melbourne to Bairnsdale rail corridor. Based on current State policies, this will require a grade separated treatment to avoid the introduction of a new at-grade intersection.</p> <p>Latrobe City Council suggests that the feasibility and cost to construct a new crossing is not considered practical based on the size of the development. This includes transitioning level for the grade separation within a narrow distance</p>	No	Yes

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			<p>between the highway and rail corridor and environmental impacts to surrounding wetlands.</p> <p>As such, a new connection linking Laurina Drive and the princes Highway East is not supported.</p>		
18	Objection Withdrawn	<p>a) <u>Traffic</u> - Increased traffic due to the proposed development will make the intersection between Laurina Drive East and Ellavale Drive more congested.</p> <p>b) <u>Road design</u> - The turn from Laurina Drive East into Ellavale Drive is also very sharp, and it's a struggle for two cars to pass doing it. This is also a bus route (school and PTV) and a bus and car cannot use the turn at the same time. A lot of people will use Laurina Drive to access the new development as it will be quicker than driving right around Ellavale Drive.</p> <p>c) <u>Footpaths</u> - With the increased traffic expected along Laurina Drive, and its connection to Ellavale Drive, a defined walkway/footpath should be extended from the current location.</p>	<p>a) <u>Traffic</u> – Long term, the proposed development will have a total of five exit points which will help to disperse traffic. Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive. This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements.</p> <p>b) <u>Road design</u> – Ellavale Drive/Laurina Drive exit may only experience traffic from Stage 11 (approx. 33 lots). The road design will comply with Council's Infrastructure Design Manual requirements.</p> <p>c) <u>Footpaths</u> - This is a matter that Council is reviewing and will seek community feedback at a later date, however, in this instance it is outside the scope of this development.</p>	No	NO
19	Object	<p>a) <u>Local Fauna</u> - Additional Fauna in the area that the study submitted with the proposal has not considered including reptiles, amphibians and mammals (one is listed as vulnerable). Suggests retain shallow bodies of water in retarding basins for longer periods to provide wetter habitat</p>	<p>a) <u>Local Fauna</u> – As part of each stage of development, a targeted flora and fauna assessment will be required which will consider habitats for any fauna found.</p> <p>b) <u>Road design</u> - Operationally, and traffic volume-wise Ellavale Drive is a connector road.</p>	Yes	Yes

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		<p>for fauna.</p> <p>b) <u>Road design</u> - Concerns with re-classification to a Connector Road. Suggests looking into feasibility of providing major access from development to Princes Highway.</p> <p>c) <u>Traffic</u> - Concerns with potential impact of increased traffic to McNairn Road/ Ellavale Drive intersection and the Princes Highway / McNairn Road intersection, and increase of heavy traffic during construction of DP.</p> <p>d) <u>Road access</u> - Does not support T intersection if the roundabout preference is abandoned.</p> <p>e) <u>Drainage</u> - Concerns with stormwater flow particularly road crossings across Council Reserve be designed to not impede water-flow. Avoid water build up on railway embankment, has any consideration been given to upgrade this culvert?</p> <p>f) <u>Lot size</u> - Proposed lot size does not meet General Residential Zone objectives, suggests larger lots on east and west boundaries to provide transition.</p> <p>g) <u>Native vegetation</u> - Retention of native vegetation, in particular the large red gums along the council reserve should be retained. The drainage reserve could be extended to achieve this outcome.</p>	<p>c) <u>Traffic</u> - The traffic concerns around Ellavale Drive and McNairn Road will aim to be mitigated with improved internal connections to the east.</p> <p>d) <u>Road access</u> – Noted, it is preference that this access point is a roundabout.</p> <p>e) <u>Drainage</u> – The development will treat and contain all drainage on site as per any requirements specified within the Stormwater Management Strategy submitted as part of future planning permits.</p> <p>f) <u>Lot size</u> – The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m² and 1139m².</p> <p>The existing Ellavale Estate was approved prior to Council adopting the current preferred lot density.</p> <p>The surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional</p>		

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			residential as the need requires. g) <u>Native vegetation</u> - Changes have been made to the plans to show two large gum trees as being "Existing tree subject to retention based on detailed engineering design". The previous plans identified them as to be removed. This was due to trees being considered "lost" due to the possibility of encroachment into their roots. Therefore the plans now show that where possible, these trees should be retained.		
20	Objection Withdrawn	a) <u>Traffic</u> - Concerns over increased vehicle traffic on the existing Ellavale Drive. From the new estate, all traffic heading towards the centre of Traralgon or to the west will flow into Ellavale Drive via the new roundabout. b) <u>Road design</u> - One consequence will be an increased risk of accidents at the T-intersection where vehicles heading eastwards on Ellavale Drive and seeking to turn right into Laurina Drive have a very limited view of oncoming traffic due to the curvature of Ellavale Drive at that point.	a) <u>Traffic</u> – The Ellavale East development proposes five exit points; two will exit onto Ellavale Drive, two will exit to the east of the site and one will exit to the south of the site. The southern exit will be constructed last once South East Traralgon Precinct Structure Plan area is developed. b) <u>Road design</u> - However to help manage traffic, Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive. This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements.	No	Yes
21	Object	a) <u>Road access</u> Concerned with the access road to stage 11 (southern stage) which is directly opposite their house. Believes this road should join up with Ashleigh Place with a roundabout instead.	a) <u>Road access</u> Stage 11 connection is appropriate. Opposite Ashleigh Place would create an unideal cross road. It is noted that increased traffic along Ellavale	Yes	Yes

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		<p>Is annoyed that the reserve opposite their house has been carved up with 3 roads causing traffic problems, believe the new estate is better serviced by Mahogany Drive and Nicholi Drive going out to Princes Hwy or Melrossa Drive.</p> <p>b) <u>Existing dam</u> - Dam that provides for wildlife (for 10+ years) should remain; Council would have approved this construction and is an asset to the people and environment. Believes there are no safety concerns and have never been any incidents with dam only ever having rural fencing.</p> <p>c) <u>Native vegetation</u> - Concerned with trees to be removed believed to be 100+ years each, they provide the only homes for birdlife in the area.</p>	<p>Drive and Melrossa Road is of concern – however, once this site is developed, they will no longer be the only roads in and out of the estate. Residents from the existing Ellavale Estate may also use Minnedale Road. Also, if traffic is incentivised to use Mahogany/ Nicholi, this potential issue will be mitigated.</p> <p>b) <u>Existing dam</u> – An amended stormwater management strategy is required at permit stage and dam retention will be considered as part of the strategy. However dams present a public safety risk and if the dam is to be retained the developer would be required to assess and upgrade the dam wall to comply with ANCOLD requirements. The original construction of the dam is not likely to have been approved by Council.</p> <p>c) <u>Native vegetation</u> – Changes have been made to the plans to show two large gum trees as being “Existing tree subject to retention based on detailed engineering design”. The previous plans identified them as to be removed. This was due to trees being considered “lost” due to the possibility of encroachment into their roots. Therefore the plans now show that where possible, these trees should be retained.</p>		
22	Object	<p>a) <u>Road access</u> - Concerned Mahogany Drive will be opened up to through traffic. Would prefer that this did not happen however, if it does happen, requests a speed limit of 60kph as the road is quite narrow and some houses are near the road.</p>	<p>a) <u>Road access</u> - It is critical for the entire Ellavale Estate for Mahogany Drive and Nicholi Drive to be accessible as these will provide two of the proposed five access points.</p> <p>Once this connection is created, Council can request a review of the speed limit to VicRoads to</p>	No	Yes

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			reduce it from 100km to 60km.		
23	Object	<p>a) Traffic - The planned road access to the development by Ellavale Drive will increase the traffic in Ellavale Drive and detrimentally impact on the quality of life of the residents of Ellavale Park. This will change Ellavale Drive from a residential access road to a significant traffic thoroughfare.</p> <p>b) Road access Road access to the Ellavale East Development from Ellavale Drive should not be allowed as it will cause congestion at the Ellavale Drive/ McNairn Road intersection and could have effects further down the road. At the junction of McNairn Road and Princes Highway, the right hand turn lane from Princes Highway to McNairn road, which is already often filled with turning traffic, will become so used that traffic will back up and obstruct Princes Highway and perhaps even obstruct the Princes Highway at the light controlled junction with Traralgon-Maffra Road.</p> <p>Access to the Ellavale East Development should be via the roundabout on Princes Highway at Minniedale Road. There should be no road access at all to the Ellavale East Development from Ellavale Drive.</p>	<p>a) Traffic – Ellavale Drive is currently considered a collector road. Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive. This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements.</p> <p>b) Road access – The proposal was referred to VicRoads who are the managing authority for the Princes Highway who provided no objection.</p> <p>It is considered there is limited space between the two intersections on the Princes Highway to provide for a second right turn lane or lane extension unless major works are completed.</p> <p>Regional Roads Victoria will continue to monitor the road safety and operational performance of the princes Highway East and McNairn Road and Traralgon Maffra Road intersections.</p> <p>Regional Roads Victoria does not have any objections with the development connecting to Minniedale Road, and in turn, connecting to the existing Princes Highway East roundabout.</p> <p>It is critical therefore for Mahogany Drive and Nicholi Drive to be accessible long term.</p>	No	Yes
24	Further	a) Drainage - Stormwater Management	a) Drainage - The development will treat and	No	Yes

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	information	Strategy requires more work to be undertaken.	contain all drainage on site as per any requirements specified within the Stormwater Management Strategy submitted as part of future planning permits.		
25A & 25B	Changes required	<p>a) <u>Road access</u> - Concerned that there is limited access in and out of this estate. If these become blocked due to road works/ road damage/ house fire along route in/out etc. for any reason it could cause a major problem regarding access with no timely alternatives available. Ensure there is ample access and egress for emergency vehicles.</p> <p>Consideration could also be given to the width of access streets (allowing for parking/clearway etc.) along the more main roads should alternate access not be possible to enhance access routes.</p> <p>Concerns with the often “rabbit warren” approach in new estates to enter which delays response times, and difficulty fitting down streets due to people parking on streets (especially caravans & boats) – would prefer simple access off main roads to make access and egress both timely and easy. The staged approach reduces access and egress routes in the early development which could lead to congestion of responding given the joint fire and ambulance approach on life threatening cases.</p>	a) <u>Road access</u> - Ambulance access will be achieved. Local access street widths are per Councils Infrastructure Design Manual. Changes were also made to create a better east west connection within the estate. Five access points to the estate are proposed across the 11 stages. The width of the main road within the new estate will have a reserve width of 24m to allow for future upgrades.	Yes	Yes
26	Object	a) <u>Native vegetation</u> - Opposes the removal	a) <u>Native vegetation</u> Changes have been made to	Yes	Yes

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		<p>of the large indigenous red gum tree located on the southern end of the development which is directly behind our property in Clover Court. This 300-400 year old tree is home to a large number of birds of different species and is a magnificent specimen. Cannot see a reason why a public open space could not be located here to accommodate this tree.</p> <p>b) <u>Road design</u> Concerned that no additional intersection treatments are proposed for the intersections at Ellavale Drive / McNairn Road and Ellavale Drive / Laurina Drive. Understands that Council imposed planning permit conditions on the latter stages of the existing Ellavale estate requiring the developer to provide roundabouts at these 2 intersections.</p> <p>The Laurina Drive intersection is already quite dangerous as there is very little sight distance on Ellavale Drive.</p>	<p>the plans to show two large gum trees as being "Existing tree subject to retention based on detailed engineering design". The previous plans identified them as to be removed. This was due to trees being considered "lost" due to the possibility of encroachment into their roots. Therefore the plans now show that where possible, these trees should be retained.</p> <p>b) <u>Road design</u> Modelling of intersections show capacity to be operable. Notwithstanding, a realigned connector road system will encourage the use of Mahogany/ Nicholi Drive instead of Ellavale Drive. There were conditions on Planning Permit 04126 however due to a number of issues with the McNairn Road and Ellavale Drive intersection, a roundabout is unsuitable for this location, therefore the developer provided Council with a cash contribution (which is being held in Trust) for a future intersection upgrade once triggered.</p> <p>Ellavale Drive sightlines are an existing issue. There aren't many intersections on an inside curve – these can be addressed with signage if there is a demonstrated issue. Side roads seem quite conspicuous. The Laurina Drive and Ellavale Drive intersection (west leg) needed no further works in order to meet the requirements of the Planning Permit.</p>		
27	Object	a) <u>Road access</u> - Does not have a problem with the development of Ellavale as an estate, however objects to the development being allowed to open up onto Mahogany Drive and Nicholi Drive. Opening the roads	a) <u>Road access</u> - It is critical for the entire Ellavale Estate for Mahogany Drive and Nicholi Drive to be accessible as these are two of five access points for the Ellavale East development.	No	Yes

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		<p>up is a safety risk as residents ride horses and walk dogs and other residents do the same as well as run, walk and ride bikes. Opening the roads will not only cause safety risk to the residents but increase traffic noise to the quite area.</p> <p>b) <u>Noise</u> - Noise levels have already increased in the area due to the highway duplication, and could increase further if the proposed VLine stabling project goes ahead at option 3 or 4.</p> <p>c) <u>General</u> - Substantial investment and hard work has gone into building a beautiful and safe horse property.</p>	<p>Once this connection is created, Council can request a review of the speed limit to VicRoads to reduce it from 100km to 60km.</p> <p>b) <u>Noise</u> – Council has advocated to Regional Rail Revival about its preferred location for the Stabling Yard as being Option 2 - Gippsland Intermodal Freight Terminal, Tramway Road Morwell.</p> <p>c) <u>General</u> – Noted.</p>		
28	Object	<p>a) <u>Density</u> - The average size of the parcels for most of the subdivision is 1,098m². A little further out, the average size decreases to 873m², skewed by the Wilkerson Way stage which has similar size parcels to the proposed development. The proposed development has an average parcel size of 678m².</p> <p>b) <u>Lot size</u> - Current Ellavale subdivision has decent size blocks which the residents often paid a greater amount for than other Traralgon subdivisions with the reputation of it being premium land. Lot sizes should be 1000m².</p> <p>c) <u>Development</u> - Having a large number of small parcels is not consistent with the Ellavale subdivision and fears this will result</p>	<p>a) <u>Density</u> - The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m² and 1139m².</p> <p>b) <u>Lot size</u> - The existing Ellavale Estate was approved prior to Council adopting the current preferred lot density (as per point A above).</p> <p>The surrounding land was identified as part of</p>	No	Yes

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		<p>in low quality and commission homes being built, reducing the attractiveness and reputation of the Ellavale subdivision and therefor decrease in the value of existing properties.</p> <p>The proposed subdivision will result in relatively slum housing with 678m² parcels, right next to a subdivision with an average parcel size of 21,165.06m² (5.23 acres).</p>	<p>Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional residential as the need requires.</p> <p>c) <u>Development</u> - Ownership of future dwellings is not a planning consideration. The State Government control social housing and questions regarding their criteria for where they develop should be directed to HousingVic managed by Department of Health and Human Services. There are a number of factors which influence land value and therefore is not a planning consideration.</p>		
29	Object	<p>a) <u>Traffic</u> - Added traffic onto Ellavale Drive due to the additional allotments and will be "unpleasant" for the "country feel" of the area. It is likely that those living in the new estate will go through Ellavale Drive to get to the Traralgon CBD.</p> <p>b) <u>Road access</u> - Exiting the estate during an emergency could pose a safety risk/hazard with the extra traffic generated from the new estate.</p>	<p>a) <u>Traffic</u> - It is noted that increased traffic along Ellavale Drive is of concern – however, once this site is developed, they will no longer be the only roads in and out of the estate. Residents from the existing Ellavale Estate may also use Minniedale Road. Also, if traffic is incentivised to use Mahogany/ Nicholi, this potential issue will be mitigated.</p> <p>b) <u>Road access</u> - The Ellavale East development proposes five exit points; two which will exit onto Ellavale Drive, two which exit to the east of the site and one to the south of the site. The southern exit will be constructed last once Traralgon South East is developed. Existing Ellavale Estate may use Mahogany/ Nicholi Drive in the event of emergencies also.</p>	No	No
30	Object	a) <u>Traffic</u> - The Traffic assessment appears	a) <u>Traffic</u> – Council has assessed the Traffic	No	Yes

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		<p>to have inconsistencies in the proposed daily volume increases between Figure 14 and Figure 19 of the report. Figure 19 indicates 2898vpd west into Ellavale Drive from the proposed subdivision, 998 exit via Ellavale Drive and McNairn Road intersection and 493 exit via Minniedale Road. Where do the other 1407 vehicle movements exit the estate?</p> <p>b) <u>Telecommunications</u> - The existing telecommunications network within Ellavale Estate struggles to supply adequate connection particularly for internet and NBN. The Services report is very scant on detail in relation to telecommunications. Concerns about the near doubling of existing telecommunications infrastructure without any apparent enhancement or improvement.</p> <p>c) <u>Road maintenance</u> - Concerns about the near doubling of use of existing road resources without any apparent enhancement or improvement.</p> <p>Has been a resident of the Ellavale Estate since 2001. Is not adverse to development as they have seen significant growth in the Estate in this time and future growth is beneficial to the long term sustainability of the Latrobe City.</p>	<p>Assessment and the modelling demonstrated good operation. Ellavale east will be encouraged to travel east.</p> <p>b) <u>Telecommunications</u> - As part of any planning permit issued for the site, a condition will be placed on the permit which requires the developer to enter into an agreement with the relevant telecommunications provider. This condition can be found in the Latrobe Planning Scheme under Clause 66.01-1 (Mandatory Conditions for Planning Permits).</p> <p>c) <u>Road maintenance</u> - Any permit issued will have a condition requiring a construction management plan which will consider and manage offsite impacts during the construction phase. The pavement surface of Ellavale Drive is subject to the usual maintenance intervention levels of Council. Any unacceptable impact of increased traffic should be able to be addressed within Council's usual maintenance program.</p>		
31	Object	a) <u>Traffic</u> - Existing issues within the current Ellavale Estate regarding traffic. An increase in traffic as a result of the	a) <u>Traffic</u> – Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive.	Yes	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
		<p>proposed Ellavale East DP will only exacerbate this, in particular for pedestrians. Traffic calming measures will help manage this.</p> <p>b) <u>Road access</u> - Access should be from Nicholi/ Mahogany through to Minniedale/ Melrossa. If roundabout connection at the junction of Ellavale Drive / Southdown Way was removed and replaced with a shared pathway, connectivity with the new and original estates would be maintained, and there would be no additional traffic in the Ellavale Estate. The southern connection onto Ellavale Drive should also be removed and connection should occur across the watercourse.</p> <p>c) <u>Native vegetation</u> - No justification on how the Red Gums can be preserved. Suggests that the road running along the western boundary of area 2 could continue south around the gum tree to reconnect with the western boundary road of area 1. The area cut off by the realignment would be incorporated into the creek reserve. The mature tree in area 4 could be incorporated into the creek reserve and ideally the ring road would cease either side of the tree. The trees earmarked for removal within the creek reserve I assume will suffer root damage due to civil works and need to be removed. Again realignment of infrastructure such as sewerage mains and roads need to be examined by the developer.</p>	<p>This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements.</p> <p>b) <u>Road access</u> - It is critical for the entire Ellavale Estate for Mahogany Drive and Nicholi Drive to be accessible as they provide two out of five access points for the development. Access via Ellavale Estate is also just as important for a connectivity view point. Long term, the area to the south and east will be developed as conventional residential meaning it is important to maintain all connections.</p> <p>c) <u>Native vegetation</u> – Changes have been made to the plans to show two large gum trees as being “Existing tree subject to retention based on detailed engineering design”. The previous plans identified them as to be removed. This was due to trees being considered “lost” due to the possibility of encroachment into their roots. Therefore the plans now show that where possible, these trees should be retained.</p> <p>d) <u>Drainage</u> – A “friends” group would best be established under the LandCare banner, Council Officers will continue to liaise with the WGCMA and LandCare to discuss the possibility.</p> <p>e) <u>Footpaths</u> – Within the Development Plan, a note will be placed for consideration of this matter at the time when an amended Stormwater Management Strategy is provided at planning</p>		

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
		<p>d) <u>Drainage</u> - The Ellavale community, particularly those living within close proximity to Loy Yang Creek, have a keen interest in the development and management of the waterway. Council and the developer have an opportunity to foster interest in this area through the formation of a 'friends of' group that could advise on how the waterway could be developed and managed in the long term.</p> <p>e) <u>Footpaths</u> – Consideration should be given to safety of pedestrians and crossings. Footpaths on either side of the creek would increase the amount of hard surfaces that would result in increased peak flows during storm events and the provision of a footpath on one side only should be considered.</p>	permit stage.		
32	Object	<p>a) <u>Traffic</u> - Objects to Ellavale Drive being used as an entrance to the estate as the increase in traffic would make the area horrendous as traffic is already a problem.</p> <p>b) <u>Road access</u> - Suggests that the entrance to the estate be off Minniedale Road as it would not affect anyone.</p>	<p>a) <u>Traffic</u> - There is a total of five access points combined, including Ellavale Drive. Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive. This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements.</p> <p>b) <u>Road access</u> – There are two access points to the east which connect to Minniedale Road.</p>	No	Yes
33a	Object	a) <u>Traffic</u> – Concerned with the increase in	a) <u>Traffic</u> – A condition on any planning permit	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
and 33b		<p>traffic as a result of the development both during construction and upon completion. Increase in traffic will impact on the amenity of the area through noise.</p> <p>b) <u>Road design</u> - Residents currently do not park on the curb because it is a hazard. This is due to the narrowness in some parts, and curves and blind spots. Overall the pavement is not appropriate and the area lacks parking.</p> <p>c) <u>Native vegetation</u> - Covenants apply to the surrounding estate protecting the red gums and by allowing them to be removed is going against the original intent of the estate.</p> <p>d) <u>Development</u> - No timeframe for completion indicated.</p> <p>e) <u>General</u> - Concerned it will devalue their property.</p>	<p>issued for the staged subdivision will require a construction management plan to manage off site impacts during the construction phase.</p> <p>The traffic concerns around Ellavale Drive and McNairn Road will aim to be mitigated with improved internal connections to the east which will encourage traffic in this direction.</p> <p>b) <u>Road design</u> – Noted. A separate piece of work is proposed to be undertaken to investigate existing issues of Ellavale Drive.</p> <p>c) <u>Native vegetation</u> - Covenants were applied to the first stage of the Ellavale estate, which was achievable as a result of the large lots.</p> <p>d) <u>Development</u> – The Development Plan itself does not have timeframes. Once the Development Plan is approved, the landowner may apply for a planning permit. This is where the timeframes come in; any permit issued will have a commencement date and an expiry date. Development Plans can take years to eventuate to lots on the ground.</p> <p>e) <u>General</u> - Property valuation Property valuation is difficult to determine as there are multiple factors that influence property value such as the current market, the size and quality of building construction, property improvements such as pools or landscaping and the land size and location. Therefor property valuations are not a planning consideration.</p>		
34	Object	a) <u>Native vegetation</u> - Objects to the	a) <u>Native vegetation</u> - Changes have been made	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
		<p>removal of some of the trees and questions why they cannot be relocated to some of the "public open space".</p> <p>b) <u>Road access</u> - Majority of the traffic will gain access via Ellavale Drive/ McNairn Road. The consultants preferred option of a t-intersection proposed between Southdown Way and Wallaby Grass Rise – concerned this will create an accident location. Suggests better access solution might be to do away with both access roads/ crossings altogether, join the two sections of the development across the creek reserve and then connect the entire development to Laurina Drive. Even better, access at the North end to the highway at the roundabout.</p> <p>c) <u>Road maintenance</u> - Concerned with damage occurring to Ellavale Drive during construction.</p> <p>d) <u>Lot size</u> - Questioned why are there so many blocks of land under 500m², these small lots would be better located closer to the CBD.</p> <p>e) <u>Drainage</u> - Concerned the effect of extra dwellings will have on the drainage of the area (in particular around flooding due to stormwater).</p> <p>f) <u>Development</u> - Not against the development as they knew it would happen one day, but believe it can be better.</p>	<p>to the plans to show two large gum trees as being "Existing tree subject to retention based on detailed engineering design". The previous plans identified them as to be removed. This was due to trees being considered "lost" due to the possibility of encroachment into their roots. Therefore the plans now show that where possible, these trees should be retained.</p> <p>b) <u>Road access</u> - The traffic concerns around Ellavale Drive and McNairn Road will aim to be mitigated with improved internal connections to the east. Retaining all access points to the estate will help disperse traffic.</p> <p>c) <u>Road maintenance</u> – Any permit issued will have a condition requiring a construction management plan which will consider and manage offsite impacts during the construction phase.</p> <p>d) <u>Lot size</u> – The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m² and 1139m².</p> <p>e) <u>Drainage</u> – The development will treat and</p>		

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
			<p>contain all drainage on site as per any requirements specified within the Stormwater Management Strategy submitted as part of future planning permits</p> <p>f) <u>Development</u> – Noted.</p>		
35	Object	<p>a) <u>Lot size</u> - The development is made up of “high density” allotments – less than 750m2) which is below the average lot size in the existing estate. This will impact on the aesthetic of the estate which is larger lots, more space and high standard of housing.</p> <p>b) <u>Traffic</u> - Concerned over higher traffic flows and where they will enter and exit the new estate. Likely majority of the traffic will use the Ellavale Drive (via the roundabout) exit, and will increase traffic flows particularly around the morning/afternoon school traffic, and work peak traffic. This will in turn put pressure on the Ellavale Drive/ McNairn Road intersection and also nearby intersections. This will put added pressure on existing road infrastructure.</p> <p>c) <u>Road access</u> - The proposed Ellavale development should have a direct point of entry of its own rather than the roundabout option currently proposed.</p>	<p>a) <u>Lot size</u> - The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m2 and 1139m2.</p> <p>The existing Ellavale Estate was approved prior to Council adopting the current preferred lot density.</p> <p>The surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional residential as the need requires.</p> <p>b) <u>Traffic</u> – Long term, there will be five access points to the Ellavale East development. In addition, Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive.</p>	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
			<p>This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements.</p> <p>c) <u>Road access</u> -VicRoads will not allow new accesses to Princes Highway, including a new southern leg at Stammers Road roundabout. Ideal crossing point is at the existing Minniedale Road crossing.</p>		
36	Object	<p>a) <u>Lot size</u> - The development is made up of "high density" allotments – less than 750m2) which is below the average lot size in the existing estate. This will impact on the aesthetic of the estate which is larger lots, more space and high standard of housing.</p> <p>b) <u>Traffic</u> - Concerned over higher traffic flows and where they will enter and exit the new estate. Likely majority of the traffic will use the Ellavale Drive (via the roundabout) exit, and will increase traffic flows particularly around the morning/afternoon school traffic, and work peak traffic. This will in turn put pressure on the Ellavale Drive/ McNairn Road intersection and also nearby intersections. This will put added pressure on existing road infrastructure.</p> <p>c) <u>Road access</u> - The proposed Ellavale development should have a direct point of entry of its own rather than the roundabout option currently proposed.</p>	<p>a) <u>Lot size</u> - The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m2 and 1139m2.</p> <p>The existing Ellavale Estate was approved prior to Council adopting the current preferred lot density.</p> <p>The surrounding land was identified as part of Traralgon Growth Areas Review as being future residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional residential as the need requires.</p>	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
			<p>b) <u>Traffic</u> – Long term, there will be five access points to the Ellavale East development. In addition, Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive. This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements.</p> <p>c) <u>Road access</u> -VicRoads will not allow new accesses to Princes Highway, including a new southern leg at Stammers Road roundabout. Ideal crossing point is at the existing Minniedale Road crossing.</p>		
37	Object	<p>a) <u>Lot size</u> - The development is made up of “high density” allotments – less than 750m2) which is below the average lot size in the existing estate. This will impact on the aesthetic of the estate which is larger lots, more space and high standard of housing.</p> <p>b) <u>Traffic</u> - Concerned over higher traffic flows and where they will enter and exit the new estate. Likely majority of the traffic will use the Ellavale Drive (via the roundabout) exit, and will increase traffic flows particularly around the morning/afternoon school traffic, and work peak traffic. This will in turn put pressure on the Ellavale Drive/ McNairn Road intersection and also nearby intersections. This will put added pressure on existing road infrastructure.</p>	<p>a) <u>Lot size</u> - The General Residential Zone aims to facilitate residential development that implements the Municipal Planning Strategy and the Planning Policy Framework, encourages development that respects the neighbourhood character of the area and to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport. The proposal is consistent with relevant planning policy considerations with the overall lot yield addressing Councils preferred lot density of 11 lots per hectare and will provide diverse lot sizes ranging between 400m2 and 1139m2.</p> <p>The existing Ellavale Estate was approved prior to Council adopting the current preferred lot density.</p> <p>The surrounding land was identified as part of Traralgon Growth Areas Review as being future</p>	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
		<p>c) <u>Road access</u> - The proposed Ellavale development should have a direct point of entry of its own rather than the roundabout option currently proposed.</p>	<p>residential, including the land to the south and east of the subject site. Therefore the long term intent of this area is to transition to conventional residential as the need requires.</p> <p>b) <u>Traffic</u> – Long term, there will be five access points to the Ellavale East development. In addition, Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive. This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements.</p> <p>c) <u>Road access</u> -VicRoads will not allow new accesses to Princes Highway, including a new southern leg at Stammers Road roundabout. Ideal crossing point is at the existing Minniedale Road crossing.</p>		
38	Object	<p>a) <u>Traffic</u> - Consideration needs to be given to the increased traffic to McNairn Road as it is currently busy and unsafe for all road users. This will be increased as a result of the proposed Ellavale East Development Plan.</p> <p>Since the installation of the traffic lights at this location, heavy vehicles now take McNairn road to bypass the town and traffic lights. This is unsustainable and methods should be implemented to force heavy vehicle traffic to stay on the highway or a more suitable local road being Liddiard</p>	<p>a) <u>Traffic</u> – The traffic concerns around Ellavale Drive and McNairn Road will aim to be mitigated with improved internal connections to the east which will encourage traffic in this direction.</p> <p>Council are undertaking costings to facilitate future upgrades along Ellavale Drive and the intersection at McNairn Road / Ellavale Drive. This includes an intersection upgrade, parking bays, better signage and road markings along the existing road. A request for funding will be put forward as part of the 20/21 or 21/22 budget bid process to undertake these improvements.</p>	No	Yes

Sub No.	Support / Objection/ Comment	Summary of Issues	Planning Comment	Changes to Plan Required ? Yes / No	Details ok to be released to public? Yes/ No
		<p>Road.</p> <p>Suggests reducing the heavy vehicles on McNairn Road by removing this road from the permitted routes shown on Vic Roads website as well as implementing other means that will deter heavy vehicles.</p> <p>There is a significant speeding issue on McNairn Road which should be dealt with by lowering the speed limit to a residential street (50km/hr).</p>	<p>The proposal was referred to VicRoads who are the managing authority for the Princes Highway who provided no objection.</p> <p>The issue is that there is not enough room between the two intersections on the Princes Highway to provide for a second right turn lane or lane extension unless major works are completed. It is anticipated that there will be issues during peak times, similar to now. Complication may also arise for traffic on McNairn road given the close proximity of McDonalds and Bunnings; however alternate routes are available to travellers to the town centre or towards Sale via Minniedale road, and travellers ultimately will decide on the best route for them.</p> <p>It is critical therefore for Mahogany Drive and Nicholi Drive to be accessible long term.</p>		
39	Further information	<p>a) <u>Location of mine</u> - Landholding is in close proximity to the existing coal buffer and the proposed Traralgon Bypass. Through the experiences of the events occurring at the Morwell open cut mine in recent years, and the issues caused by drainage, VicRoads main concerns are around the drainage outlets for the development. Ensure drainage is managed and controlled so that there are no issues in the future regarding the Bypass.</p>	<p>a) <u>Location of mine</u> - The Ellavale East land drains to the north away from alignment of the proposed bypass route and will therefore not impact the future bypass. Issues are more likely to involve drainage impacts of the bypass on the future residential areas of South East Traralgon rather than the reverse.</p>	No	Yes

SUBMISSION # 1

This document has been copied and made available for the planning process as set out in the Planning and Environment ACT 1987. The information must not be used for any other purpose.

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Subject: FW: Have your say on the Ellavale East Development Plan
Attachments: Ellavale East DP - FAQ.PDF; Ellavale East Development Plan.pdf

Hi

This subdivision will as per the established URD Electrical infrastructure design and construction process.

AusNet Services have no objection or issue with the development in this location.

The developer shall be required to enter into negotiations with AusNet Services for the design of an overall electrical plan and detailed plans for each stage.

There will be a requirement to establish reserves for kiosk sub stations strategically through the estate. This will be part of the overall electrical design process.

Regards,

Design Officer



AusNet Services
5 Stratton Drive
Traralgon Vic 3844 Australia
Tel 03 5173 9006 Fax 03 5174 1456

www.ausnetservices.com.au

SUBMISSION # 2

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Subject: FW: Ellavale estate expansion

From:

Sent: Thursday, 29 November 2018 10:16 AM

To:

Subject: Ellavale estate expansion

Do we really need more over priced new homes?

It is absolutely breaks my heart that all these beautiful little farmlets are being turned into or surrounded by horrible congested estates,

I 100%object to this expansion

Let the people who purchased out of town remain out of town!

Sent from my Samsung Galaxy smartphone.

SUBMISSION # 3

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Subject: FW: Response to - Have your say on the Ellavale East Development Plan
Attachments: Ellavale Estate Eastern Extension Development Plan - TFV Response.DOCX

From:
Sent: Thursday, 29 November 2018 10:46 AM
To:
Cc:
Subject: Response to - Have your say on the Ellavale East Development Plan

Hi

Thanks for the opportunity to provide comment.

I have attached the response provided by [redacted] in Aug 2017.

I note that the recommendation in relation to 'Connection to Ellavale Drive' has been adopted in this document. Much appreciated.

The recommendation 'Potential Bus Route' has not been fully implemented. Specifically there are two right angle corners close together on the potential bus route along Ellavale Drive – Nicholl Drive. If Council foresees that this development may need Public Transport services in the future, then it is essential that a bus capable route be included in the Development Plan. Failure to implement Bus Route capacity at this time may either prevent future Public Transport services to this development, or require Council to acquire land and alter road alignment at a later date. The best outcome would be a link to Nicholl Drive equivalent to that planned to Ellavale Drive and the elimination of the tight right hand corners close together.

The remaining matters raised by Kylie are still relevant but not mentioned specifically in the latest documents.

Thanks again for the opportunity to comment on this development

Senior Transport Planner, Network Planning Division
 Transport for Victoria
 120 Kay Street
 Traralgon, VIC 3844,

www.transport.vic.gov.au

TRANSPORT FOR VICTORIA

Department of Economic Development, Jobs, Transport and Resources, Government of
 Victoria, Victoria, Australia.

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120 Kay Street
Traralgon Victoria 3844
www.transport.vic.gov.au

Planning Administration Officer
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Ref: DOC/17/483273

17 August 2017

Dear

Ellavale Estate Eastern Extension – Development Plan

I am writing to respond to the Ellavale Estate Eastern Extension Development Plan prepared by Beveridge Williams and dated July 2017. Please find Transport for Victoria comments as follows:

Connection to Ellavale Drive

The proposed northern connection to Ellavale Drive should be constructed as an extension from the existing (East/West) carriageway creating a seamless transition from the neighbouring subdivision and providing a more comfortable route should this road become a bus route. If the current design is adopted then we would request that road is designed appropriately and upgraded if required, to enable buses to make this manoeuvre if this route is to become a bus route.

Connection to Laurina Dr East

It is essential that the lots at the southern half of this development have multiple access and egress points however it is unclear how this will actually be achieved. Consider a requirement for this developer to secure and construct this access prior to stage 11 proceeding. The mobility plan should also include reference to the proposed link.

Potential Bus Route

Please consider passenger comfort and efficiency of service delivery when designing routes that may be considered as future bus routes. Direct connections eg, between Ellavale Drive, Mahogany Drive and/or Nicholi Drive will provide more efficient comfortable routes should this road become a bus route into the future. Right angle turns and short transitions between intersections should be avoided.

Whilst the Development Plan proposes a potential bus route through the area, any future bus routes within the area are subject to further investigation.

TFV will continue to develop and review bus services within the area, taking into consideration issues including the likely number of users, suitability of the road network for bus operations, development of a direct and easily understood network, frequency of services and connectivity with other public transport services and the costs of providing those services. TFV will continue to work with local councils, bus operators and the local community to identify opportunities for improvements to the bus network.

Proximity of Dwellings to Railway

The Development Plan Report for Ellavale Estate extension prepared by Beveridge Williams states that 'it is estimated that the rear façade of dwellings will be approximately 40m from the track'. If this is the case then the noise mitigate measures stipulated are not adequate. Please refer to Clause 58.04-3 of the Victorian Planning Provisions which states that buildings within 80m of the centreline of the nearest track should be designed and constructed to achieve the following noise levels:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

Railway Fencing

The fencing requirement and specification as set out in the s173 agreement (AD914561P) is acceptable especially that it requires fencing to be erected within 3 months of occupancy. In order to discourage trespassing the footholds side of the fence must be placed on the rail reserve side.

Also it is important that the fencing be reviewed by V/Line to ensure it does not block signal sighting and access to the tracks. A condition to this effect needs to be included in the development plan and the applicant must contact:

David Dunston

Business Development Manager – Asset Management
V/Line Pty Ltd
Level 9, 750 Collins Street
Docklands VIC 3008
GPO Box 5343 Melbourne VIC 3001

T (03) 9619 5256

M 0403 195 640

E david.dunston@vline.com.au

W www.vline.com.au

Stormwater Management

Please include VicTrack in the list of authorities whom approval is required for stormwater management.

Since the development proposes to utilise an existing drainage culvert running through the railway corridor, the standard 3rd party access application (refer attached "Third Party Access form") involving the 4-phase review, approval and licensing process will be required in order for VicTrack to issue a statement of compliance for the use of this culvert in the railway corridor. (A copy of this form has been sent to Beveridge Williams). It would be advisable for the developer to initiate contact with the Accredited Rail Operator (ARO) - V/Line in this case - in order to ensure all of their requirements are satisfied prior to submitting a formal application (the developer/applicant can contact our team on services@victrack.com.au to carry on the review and discussion further once development plans are finalised or progressed further).

This review would be required in order to ensure the development does not affect the railway corridor or the rail operator's ability to continue rail operation in any way, and **would be required even if no works are proposed within VicTrack land** (unless otherwise agreed to by VicTrack and the ARO).

The application process involves 4 phases (refer attached documents "VicTrack Four Phase Process" and "Third Party Access application fees"):

- Phase 1 In-Principle Review: VicTrack liaises with internal departments as well as external stakeholders to seek advice and comments on proposed works.
- Phase 2 Independent Compliance Review: further details/requirements are outlined on the attached document, although certain requirements may not be applicable if no works are occurring within the rail corridor. Further requirements of the independent review in this case include confirmation of:
 - The entire site's pre-development and post-development discharge quantities (with and without the implementation of the retarding basin) into the railway corridor, i.e. through the drainage culvert, in a 1% AEP (aka 100 year ARI) storm and 18% AEP (aka 5 year ARI) storm.
 - The freeboard available in the retarding basin in a 1% AEP storm.
 - The use of ARR2016 in the hydraulic modelling (and not ARR87).
- Phase 3 Rail Operator Review: The application is referred to the rail operator (V/Line in this case) for review.
- Phase 4 Licensing and Final Approval: The asset is licensed to the asset owner (if applicable), and final approval is given for the proposed use of the drainage culvert.

Please note that the post-development discharge through the drainage culverts is not to exceed the pre-development discharge in a 1% and 18% AEP storm. This applies during the construction stages of the development as well.

For future correspondences/discussions on the above matter, we request confirmation of the following from the developer/applicant:

- 1) If **any works** at all are encroaching into VicTrack land. The VicTrack land boundary is to be shown and labelled clearly on the plans to be submitted for the above application.
- 2) Confirmation on who would take up ownership and maintenance responsibilities of the retarding basin. If it is to be another authority (eg: the Council, or WGCMA), please provide confirmation of this in writing from this authority.
- 3) Further clarification on how the "Gap Flow" (referred to on page 11 of SWMS report provided) would be flowing through the development in general, and if any of the gap flow or surcharge from the subsurface drainage network (which is catered for a 18% AEP storm) in general would be flowing uncontrolled into the railway corridor.
- 4) Is there any kind of safety factor or blockage factor assumed in the flood modelling calculations for the retarding basin (for example, how would the discharges and freeboard available vary if the retarding basin and/or outfall drains were partially blocked or ineffective – perhaps 10% or 20% blockage in the basin or blockage of outfall drains – due to poor maintenance or other factors)?
- 5) Table 2 in page 10 (of the SWMS report provided) uses the same runoff coefficient and initial loss quantity for both pre-development and post-development (relatively higher impervious areas?) levels. Is this right?

Active Transport Connections

Transport for Victoria supports the recommendation in the Latrobe City Public Open Space Strategy 2013 which seeks to ensure open space in the growth area contributes to an integrated network of linear trails and local parks. The proposed Ellavale Estate Eastern Extension Development Plan does not provide detail regarding what pedestrian and cycle paths will be constructed as part of this development. We request that the Mobility Plan be updated to show the following:

- Extension of the future cycle path (minimum 2.5m) from Ellavale Drive through the new estate. A separated off-road path is preferred. Consideration should be made to connections with the 2.5m wide concrete path proposed in the landscape concept plan for the Proposed Creek Reserve – Public Open Space (refer Appendix F of the Stormwater Management Strategy for the SKM Ellavale Development Plan Report for Public Open Space 2012.)
- A connection from the 2.5m wide path at the northern end of the adjoining creek reserve into the northern most road in this development. (Note: the adjoining Creek Reserve – Public Open Space included in SKM Ellavale Development Plan Report shows the path terminating at the railway fence, this does not provide a functional path for the current users.)
- A shared path (2.5m wide, on both sides of the road) adjacent to the 20m wide connector street. (As this is off road it could also act as the future cycle path through the development.)
- Pedestrian paths (1.5m wide on both sides of the road) adjacent to the 16m wide streets as referred to in item 5.4 Infrastructure Services.
- Creation of a shared path across the rock and boulder beaching in the adjoining creek reserve to connect this development with Ellavale Drive in the vicinity of Derwent Rise or Kangaroo Grass Rise to enable residents to access existing bus stops in Ellavale Drive and the playground proposed within the creek reserve. Reconsideration of the subdivision design in this location may be required to enable people living on the east of the development efficient access to this path.
- Consider creating a shared path linkage from the neighbouring creek reserve through the southern creek reserve proposed in this development to exit this development at a location that will eventually link through to Laurina Drive East.

These paths must be constructed as part of the development.

Thank you for the opportunity to provide these comments and we look forward to working with Latrobe City Council into the future.

Yours sincerely

Senior Transport Planner

SUBMISSION # 4

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Subject: FW: EEDP Our say

-----Original Message-----

From:
Sent: Friday, 30 November 2018 7:45 PM
To:
Subject: EEDP Our say

Hi

As a current owner occupier in the Ellavale estate I thought given the opportunity that I would give my views and 2 bobs worth.

Straight to the point the proposal for 324 lots @ 678sq average is small, simple figures if all these lots were sold for \$115,000 that's \$37,200,000.

My view would be to increase the average size to 1000sq again simple figures sold for \$180,000 is \$37,800,000 for 210 lots.

You may query as to why only 210 lots out of the proposed residential block space instead of 220 lots, that is because I have taken the .981ha and added that to the non arterial road area.

The roads in the estate are ridiculously narrow, we live in Wilkerson way and the road width is 4.4mtrs. Our vehicle measured mirror to mirror is 2.25mtrs meaning if I was to come across the same vehicle on our street I can't pass them without driving off the road!

So back to the .981ha been added to non arterial roads that is to allow widening of the roads throughout the proposed development area.

As far as estate value goes having bigger blocks sold for higher price but still reasonable/affordable, less chance of investment properties and renters, more chance of bigger houses with developed landscaping and owner occupiers that care.

Therefore the overall value of the estate is kept high and the quality of homes people and families is at a level that Ellavale estate should be kept to.

You may not read this or take anything on board or even make any changes but I appreciate the chance to at least vent my view and opinion on the development and I think everything I have touched on is relevant to all development of residential estates.

Kind Regards

Sent from iPhone

SUBMISSION # 5

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Subject: FW: Ellavale East Development Plan (EEDP) Feedback 1/12/2018

From:

Sent: Saturday, 1 December 2018 1:56 PM

To:

Subject: Ellavale East Development Plan (EEDP) Feedback 1/12/2018

I have received a letter in regard to the Ellavale East Development Plan.

After reviewing the plan sent within the letter I have the following comments/feedback.

1. Increased traffic is a certain outcome of the development predominately taking the Ellavale Drive or the Melrossa Road route. Both these roads already have high levels of traffic along them and are the only two entry points to the current estates. By adding another 300 lots the traffic on these roads would increase. It is unlikely any residents would be access the estate via the Mahogany Drive or Nicholi Drive access routes. Increased traffic is likely to cause safety issues for many residents especially with a lot of the roads not having footpaths.
2. The proposed estate may increase crime due to more housing and the ability to drive straight through all estates and eventually the new Traralgon Bypass. In recent months there has been an increase in thefts around the Ellavale area however are currently only petty thefts of unlocked cars, etc. Few break-ins occur to houses due to the low amount of traffic passing through the area and inability to get away quickly due to being only two roads in and out of the estate.
3. The "out of town" and country style aesthetics of Ellavale is one of the attractive aspects of the current estate. The addition of the 300 lots will significantly reduce the aesthetics by developing the only remaining paddocks within the area. In addition, the creek reserve that runs parallel with Ellavale Drive may be impacted by storm water run-off from the new estate and could become derelict if not upgraded significantly as part of the new estate.

Thank you for considering my feedback.

Regards

Traralgon 3844

SUBMISSION # 6

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Subject: FW: EEDP

-----Original Message-----

From:
Sent: Sunday, 2 December 2018 4:47 PM
To:
Subject: Re: EEDP

Hi

I have a couple of issues;

Firstly, increased traffic on Ellavale Dr accessing the EEDP, my solution would be to lengthen Southdown way to the Stammers Rd / Princess Hwy round about?

Secondly, the lack of shared foot paths to Ellavale, this could easily be resolved by extending the Howitt St shared foot path along the railway line. People are already walking and riding along this railway easement, it most probably should be made safe for them?

Please provide details of the submission process.

Regards

From:
To: Latrobe Central Email
Date: 29/11/2018 3:21:42 PM
Subject: *Ellavale East Development Plan feedback Submitted

Please find the following submission for Have Your Say on Ellavale East Development Plan

First Name

Surname

.

Street

Town Traralgon

Post Code 3844

Email Address

Phone Number

My submission is The new subdivision needs to be in keeping with the current Ellavale estate and keep all house blocks over 900 square metres.

Upload... No file attached

SUBMISSION # 7

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SUBMISSION # 8

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Subject: FW: Ellavale East plan

From:

Sent: Saturday, 8 December 2018 9:48 PM

To:

Subject: Ellavale East plan

Dear

Thank you for talking to me on the phone about the Ellavale East Development plan.

I live at _____ where the proposed roundabout is going to be placed.

I don't have a problem with the Development

When they start the Development there should be a speedhump on the Eastern side of the Development to slow down the traffic just as they have speedhumps at 102 & 118 Ellavale Drive to slow down the traffic before the get to the corner.

Just having a roundabout will not slow down the traffic.

My Wife and I walk a lot & the young bucks don't know what 50kph is.

The Developers should be made to pay for this speedhump and not the Ratepayers as that is what will happen after the Development is finished.

Also what type of bridge is going to go over the dry creek bead as when we get a good amount of rain a lot of water goes along that creek plus all the storm water from our part of the Estate goes into the creek.

Having a Culvert will make the water bank up.

Thanks

From:**To:** Latrobe Central Email**Date:** 10/12/2018 9:06:36 AM**Subject:** Urban Growth

I wish to object to the proposed Ellavale East Development for the following reasons:

1. The development will greatly detract from the aesthetic appeal of the existing estate.
2. Ellavale drive is very busy now – especially at school times. The resultant increase in traffic will greatly decrease the liveability of the estate.
3. With a connection to the highway via Mahogany drive, Ellavale drive will become a thoroughfare for traffic heading to the southern side of Traralgon as well as Loy Yang power station.

Please do not publish my contact details.

Yours Sincerely

SUBMISSION # 9

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Urban Growth Dept.

Latrobe City Council

SUBMISSION # 10

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11 December 2018

Submission Against Proposed Ellavale East Development Plan.

I am not in favour of the proposed plan in its current form due to the increased volumes of traffic Ellavale Drive will incur. The current assessment of traffic flows is flawed in favour of the developer and I make the following points to support my views taken from the document titled Traffic and Transport Assessment in the proposal.

1. At 2.4 Page 11 Surveys were undertaken on the 7th February 2017, some 22 months ago. To say these results have not increased over this period is not correct. I believe new houses have been built during this period in Wilkerson Way, Ashleigh Place and Kangaroo Grass Rise. Council would have an accurate figure on this. Further demographics of the current estate may have change to include more families with school aged children having moved into the area, thus increasing peak hour traffic volumes. 3,700+ VPD was detected at that time, is it closer to 3,999 or 3,701 VPD? It is also stated that Ellavale Dve, currently exceeds is IDM of an Access Street by 1200 to 1300 VPD. The author asserts because Ellavale Dve is currently coping with this excess it is appropriate to reclassify the roads status to a higher use category. Obviously the author does not live on Ellavale Dve, he only had to ask any of the current residents find this statistic out and how difficult it is to enter and leave my address during morning peak times. Reversing from my driveway has in the past caused multiple vehicles travelling west to lock brakes, trying to avoid rear end collisions with me and the 3 or 4 cars in the train.

The author also states at 4.4.1 that because Ellavale Dve has a 10m pavement width, cars will park on the road reserves thus making enough

room for 2 vehicles to pass each other safely. I believe it is an offence to park on the nature strip or any road reserve under both council by laws and Victorian Road Rules and Road Safety Act. Some people do park this way but most do not and abide by the current parking laws. This will not allow 2 vehicles to pass each other and 1 must stop to give way to the other. I therefore do NOT consider it appropriate to reclassify Ellavale Dve as a Connector Road according to its use and not its width.

At 4.4.1 Para 5 the developer has for their purposes decided it is a fact that Ellavale Drive is currently considered as a Connector Road. By who? I assume not council as remedial works of some kind would have been undertaken by now. It is more a fact that the current development was approved without proper consideration or un-foreseen demographics as to the traffic volumes the estate would generate, and Ellavale Dve being incorrectly under designed for the volume it now has. To simply say it can be reclassified to suit the authors position is reckless and has no regard to the current residents and visiting road users.

2. At 3.1 the plan asserts that if but not when a 3rd development east of the proposed goes ahead there will be ample access for this development for traffic to flow eastwards away from the current estate. I note in 4.3 an inference of when a 3rd development is made thus detracting the point being made at 3.1. It could also be said that if a 3rd estate occurred then the little traffic using these easterly routes from the proposed development will be deterred from doing so, due to more congestion and reduced travel times and use Ellavale Dve instead. Certainly the western portion of a 3rd estate would most likely use Ellavale Dve for the same reason as the proposed estate, as it is quicker to access the CBD along Ellavale Dve than via Minnidale Rd & Princes Hwy or Minnidale Rd / Melrossa Rd / Shakespeare Street. Who is going to drive 3 odd km further in the wrong direction to access the CBD and Power Stations, Morwell / Melbourne for work etc.
3. 4.2 Traffic Distribution. An assumption only as I see it by the developer that total traffic distribution of

- 10% East via Princes Hwy,
- 20% north (should be south) via Minnidale Rd / Melrossa Rd / McNairn Rd / Shakespeare St, &
- 70% via Ellavale Dve west to McNairn Rd.

No actual evidence to support these predictions. I will use the experience I have as a 16 year Ellavale resident and further 23 years in Brereton St. 200m away, and common sense human behaviour. No one is going to drive an extra 3km to get to and from the CBD or access route to Melbourne. It would most likely take an extra 4 to 5 minutes to get to the Intersection of Eastern road traffic lights on Princes Hwy. Now you have to travel through another 5 sets of traffic lights along Princes Hwy to get west of Breed Street. Another 10 minutes longer. Currently trucks turn off at Eastern road and travel McNairn rd, Shakespeare St Banks St to avoid these lights, so no one else is going to go this way either. Ideal if you're going to Rosedale though. The distribution is more accurately going to be,

- 1% East via Princes Hwy
- 0% East then south via Minnidale Rd / Melrossa Rd/ McNairn Rd / Shakespeare St
- 10% south on Ellavale Dve / Tristiana Dve / Melrossa Rd
- 89% West on Ellavale Dve.

This means an increase of approximately 2,650 VPD will use Ellavale Dve thus increasing the excess of current design usage by 3,800 to 4,000 VPD. Making a total VPD of 6,616. Add another 30% if a 3rd estate is built.

4. Speeding Traffic. I am aware that in June 2018 the Latrobe Highway Patrol performed static speed detection duties outside number 1 Ellavale Dve facing east and issued penalty notices to 9 drivers in 1 hour at morning peak on a week day. Amazing figures. Now; another how many didn't get booked while a motorist was being booked. The day was very cold, foggy and damp conditions. My drive way is situated west of the last bend in Ellavale Dve giving me and visitors little or no chance of getting out the drive onto Ellavale Dve, without an unseen

west speeding vehicle having to stop suddenly or as most of them do go around me onto the other side of the road with little time to see any oncoming vehicles. Rear end collisions have nearly occurred on a few occasions. I try and avoid reversing from my drive for this reason. I believe speed humps should be installed at several locations along Ellavale Dve especially one on the western side of the intersection of Saxby Court. This will assist me to leave my home safely and also to slow the drag strip down coming from McNain Rd before the corner, "S" bends.

5. Ellavale Drive/ McNairn Road Intersection.

This section relates to it being affected by the increase of traffic generated coming to and from Ellavale Drive. I can only say as previously indicated by me at sect 3 last Parra, that the total VPD used by this report should be substantially more than the model for this intersection is using, thus the assumptions made are far reduced and inaccurate as stated.

I point to the DoS for Ellavale Drive where the average waiting time in the AM peak is 7 seconds and a Queue length of 5m. As these figures were also obtained on 25/08/2017 some 16 months ago, as previously stated they are not current and do not reflect the increased total of VPD currently using Ellavale Drive. I can tell you a wait time of 7 seconds I suppose on average for an hour might be reasonable accurate but for the real peak of about 20 to 30 minutes, the wait time is 20 to 30 seconds and a Queue length of some 7 or 8 cars equating to about 50m.

Further Table 5, effects on the intersection if the estate is approved, shows the same wait time of 7 seconds and a queue length of 11m. factually impossible. If another 2,650 VPD use this intersection more collisions will occur due to impatience from longer wait times to enter McNairn Road. Lastly on this queue length, I believe some 50 to 70m will be more accurate and this will prevent residents from numbers 1,2,3,4, and maybe 5 & 6 from entering or leaving their homes at AM peak times.

6. Summary.

I have studied the proposal in some detail with particular interest in the traffic volumes along Ellavale Drive. I note the developer has gone to lengths to try and mitigate this obvious and most contentious problem with the proposal, as it affects every resident in the current estate, more so those living on Ellavale Drive. If the developer asserts that it is not a problem then they can change the plan to allow for no access to Ellavale Drive and make all the traffic access via Eastern routes as indicate. They will not as they know no one will buy their land if people know they have to drive easterly to access the CBD etc as I have previously stated. So I believe my figures and common sense assertions have highlighted deficiencies in the proposal. It will most definitely have an adverse affect on the amenities of the current estate with an increase of traffic noise for a longer periods of time, cause some decrease in housing values and definitely increase the rate of collisions along Ellavale Drive and at the intersection of McNairn Road.

Ellavale Drive is not designed for the current traffic volumes let alone increasing it to the real levels I have indicated, even to the lesser levels in the proposal. If a 3rd estate to the east is approved then as outlined a further 20 to 40% of traffic volume increase can realistically be expected. I am all for new buildings and development but it must be done with minimal affect on current properties and amenities. Any new development must factor in its business plan the cost of providing infrastructure to cause minimal or no adverse affect on existing amenities and I believe this plan has taken the cheapest option available, which is understandable but not the most suitable option.

An access route of Melaleuca Way / Grevillia Way / Melrossa Road instead of Ellavale Dve have not been promoted in the plan as an option, why not? It would almost be the same travel time this way to McNairn Road intersection 60 & 80kp/h zones and would also alleviate the problems with the junction of Ellavale Drive and Southdown Way and access point to the estate.

I formally oppose the Ellavale East Development Plan in its current form. If amendments as outlined in the preceding paragraph were to be made then I would see little problems for existing residents for similar or little extra cost, yours sincerely

SUBMISSION # 11

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Subject: FW: HPE CM: Have your say on the Ellavale East Development Plan

From:

Sent: Wednesday, 12 December 2018 4:59 PM

To:

Subject: RE: HPE CM: Have your say on the Ellavale East Development Plan

Lauren,

I have reviewed the development plan and Gippsland Water has no objection.

Servicing conditions will apply with Planning Permit.

Regards,

Gippsland Water

SUBMISSION # 12

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Subject: FW: Ellavale East Development Plan

From:

Sent: Thursday, 13 December 2018 7:43 PM

To:

Subject: Ellavale East Development Plan

Thank for the opportunity to have an input into the Ellavale East development plan.

Overall, I would say that I am a supporter of the development, with a few caveats.

I note on the draft plan the removal of several, well established red gum trees and while I recognise the need for efficient planning of roads and lots, I believe that these trees should be retained wherever possible. Ellavale drive is synonymous with these large native trees and I believe that any development in East Ellavale would benefit from the retention of these trees.

If it is ultimately not possible to retain these trees then they should be replaced along the green/belt/drainage reserve with suitable large stature native trees - not shrubs....

The other issue relates to the intersection at Ellavale Drive and McNairn Rd, this intersection is already notoriously difficult to negotiate. With the offset intersection of Tulloch way, combined with the traffic at the corner store, vehicles parking and reversing from the shop, the recent relocation of the croquet grounds and large commercial vehicles (upto and inc B-Doubles) using McNairn Rd & Shakespeare St to avoid traffic lights on Princess Drive, all combining to make this intersection a very challenging prospect. During periods of fog it is absolutely precarious.

Any further development of Ellavale **MUST** address this intersection & parking at the McNairn Rd convenience store.

From:
To: Latrobe Central Email
Date: 13/12/2018 4:12:55 PM
Subject: *Ellavale East Development Plan feedback Submitted

Please find the following submission for Have Your Say on Ellavale East Development Plan

First Name
Surname
.
Street
Town Traralgon
Post Code 3844
Email Address
Phone Number

SUBMISSION # 13
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My submission I wish to say that while I do not have an objection against the development, I do believe there needs to be
is consideration given to the traffic flows.
Upload... No file attached
Yes, please subscribe me to the Community Sounding Board.

SUBMISSION # 14

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From:
Sent: Friday, 14 December 2018 1:10 PM
To: Latrobe Central Email
Subject: Attention: Urban Growth

Dear

Thank you for the opportunity to pass comment on the proposed EEDP, there are a number of concerns which my wife and I would like to have addressed during the EEDP process.

1. Road safety, speed and noise levels on Ellavale Drive. A recent vehicle roll over just along from the entry to Birkley Court has reinforced our view that some form of control needs to be introduced.
2. What controls will be put in place to control traffic volumes and weights in during the construction period along Ellavale Drive in order to maintain the present road surface condition. As you will be aware the entry stretch into Ellavale was reconstructed in recent years and we do not know if it would stand up to constant heavy vehicular traffic.
3. Other than existing exits from Ellavale estate will there be new exit routes constructed from the new estate to relieve pressure on those exits now existing. Traffic volume is quite high along Ellavale Drive already.

Best regards,

From:
To: Latrobe Central Email
Date: 16/12/2018 6:11:20 PM
Subject: *Ellavale East Development Plan feedback Submitted

Please find the following submission for Have Your Say on Ellavale East Development Plan

First Name

Surname

. Please withhold my name from public documents such as Council reports

Street Hourigan Drive

Town Traralgon East

Post Code 3844

Email Address

Phone Number

My submission is I don't want to see the blocks any smaller than 800m2 if they are I will oppose it

Upload... No file attached

SUBMISSION # 15

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From:
To: Latrobe Central Email
Date: 17/12/2018 9:38:01 AM
Subject: Comments - Ellavale East Development Plan - Earth Resources Regulation

Dear Council,

Please find comments on the proposed Ellavale East Development Plan.

Should you have any queries, please don't hesitate to contact me to discuss further.

Regards,

I
:

Department of Economic Development, Jobs, Transport and Resources
1 Spring Street, Melbourne Vic 3000 – GPO Box 4509 Melbourne Vic 3001
(03) 8392 6068 email: david.wilson@ecodev.vic.gov.au
www.economicdevelopment.vic.gov.au

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Department of Economic Development, Jobs, Transport and Resources, Government of Victoria, Victoria, Australia.

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Department of Economic Development, Jobs, Transport & Resources

GPO Box 2392
Melbourne Victoria 3001 Australia
Telephone: 03 8392 6050
www.economicdevelopment.vic.gov.au
DX 210292

Our Ref: 18/831537
YR Ref: Ellavale East Development Plan

Coordinator Urban Growth
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Dear

REQUEST FOR COMMENT – DEVELOPMENT PLAN
DESCRIPTION: ELLAVALLE EAST DEVELOPMENT PLAN
Plan Ref: Plan No 05A & 04 – Beveridge Williams
Pty Ltd

Thank you for your recent correspondence (27 November 2018) seeking comments on the above matter.

Pursuant to Section 56 of the *Planning & Environment Act 1987*, the Earth Resources Regulation Branch (ERR) within the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) has evaluated the proposed Development Plan and would like to provide council with the following comments to assist in its consideration:

- The department notes that the proposed development plan will facilitate a new urban area recognizing existing creek reserves and landscape features. Of note, a slightly different lot configuration should be considered to include the following:
 - A greater number of lots in the 751-950m range along the eastern interface to provide a greater recognition and transition between existing adjoining lots (land zoned Rural Living) and the proposed lots. This lot yield may be offset by providing increased infill lots with a prime interface to the drainage reserve on the western side of the proposed subdivision layout.
- The department notes that the subject land is approximately 1.5km from MIN5189 at its closet point and 1.78km from crest of Loy Yang Mine. These separation distances would provide appropriate buffers from any existing and or proposed mining activity.



Nonetheless, council may wish to consider, through discussion with the permit applicant, the imposition of restrictions and or notifications advising future land owners of the above distances and or current mining activities. An alternative solution might also incorporate a landscape buffer along the eastern (rear of some or all of the proposed residential lots) interface to create a visual break/frame.

- In terms of prevailing winds, council may be advised to undertake and or seek comments from the EPA regarding dust implications arising from mining activities.

Should you require any further information on the above matter please contact DEDJTR

Yours sincerely

Senior Advisor - Planning
Earth Resources Regulation

Date: 17/12 / 2018

SUBMISSION # 17

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Subject: FW: EEDP

-----Original Message-----

From:
Sent: Monday, 17 December 2018 1:57 PM
To:
Subject: EEDP

Looks ok but I think you need direct highway access and to open the link between Laurina Drive east and west.

Regards,

SUBMISSION # 18

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Subject: FW: FW: Ellavale East Development Plan feedback Submitted

From:

Sent: Wednesday, 19 December 2018 9:22 AM

To:

Subject: Re: FW: Ellavale East Development Plan feedback Submitted

Hi

Yes, apologies for that. I was trying to create a new line on the online form but I think I might have submitted it 5 times counting the emails I got back. Whoops. Anyway, the gist of it was:

- Increased traffic due to the proposed development will make the intersection between Laurina Drive East and Ellavale Drive more congested. The road doesn't actually continue past the intersection as shown on many online mapping websites (including LCC's [https://latrobe.pozi.com/#/x|146.57480|y|-38.19867|z|17|tab\[layers\]/](https://latrobe.pozi.com/#/x|146.57480|y|-38.19867|z|17|tab[layers]/)) as that is an unmade road reserve and is used by the property for their access.

- The turn from Laurina Drive East into Ellavale Drive is also very sharp, and it's a struggle for two cars to pass doing it. This is also a bus route (school and PTV) and a bus and car cannot use the turn at the same time. A lot of people will use Laurina Drive to access the new development as it will be quicker than driving right around Ellavale Drive.

- So it would be great if something could be done at the corner to alleviate these issues

Regards,

From:

Sent: Tuesday, 18 December 2018 3:14 PM

To: Latrobe Central Email

Subject: *Ellavale East Development Plan feedback Submitted

Please find the following submission for Have Your Say on Ellavale East Development Plan

First Name

Surname

. Please withhold my name from public documents such as Council reports

Street Ashleigh Place

Town Traralgon East

Post Code 3844

Email

Address

Phone

Number

My submission is With the increased traffic expected along Laurina Drive, and its connection to Ellavale Drive, a defined walkway/footpath should be extended from the current location. It should be extended from the front of 111 Ellvale Drive through to at least the end of Ellvale Drive, and ideally all the way along Laurina Drive to the intersection with Ellvale Drive to the west. Additionally

Upload... No file attached

Confidentiality

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SUBMISSION # 19

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ELLAVALE EAST DEVELOPMENT PLAN

PUBLIC SUBMISSION – , 19 December 2018

FAUNA (Ref: Ecological Assessment with Net Gain for Ellavale Estate, Traralgon East, Sept 2011)

Reptiles

I wish to advise Council of the occurrence of four species of reptile that occur in the area immediately west of the EEDP area. All have been found since the time of the ecological assessment undertaken in September 2011. I understand that the fauna survey was by observation and data search and did not include trapping for small ground dwelling fauna. The four species are:

<i>Tiliqua scincoides</i>	Eastern Blue-tongue
<i>Austrelaps superbus</i>	Lowlands Copperhead
<i>Pseudemoia rawlinsoni</i>	Glossy Grass Skink
<i>Pseudemoia spenceri</i> ?	Currently waiting on further confirmation from Melbourne Museum

The *Pseudemoia* species in particular are significant with *P rawlinsoni* being listed as **Vulnerable** (Advisory List of Threatened Vertebrate Fauna, Victoria, 2013). Both species have moved across the road (Ellavale Drive) from the Council Reserve, probably due to disturbance from grass slashing. Skinks are sighted regularly, during warm weather, in at least two residence gardens along Ellavale Drive adjacent to the creek. It is not known whether they extend into the proposed development area or occur elsewhere locally. I have seen small skinks in the railway reserve but have not identified the species.

The Eastern Blue-tongue is common and moves between the creek area and local residences during the breeding season. The Lowlands Copperhead was found at the eastern intersection of Ellavale Drive and Laurina Drive.

Given that the proposed development will have an impact on the Ellavale Creek Council Reserve I think there is an obligation to consult with the Department of Environment, Land, Water and Planning to review relevant management strategies and plans.

Amphibians

During the ecological assessment fauna survey, two records of the Spotted Marsh Frog, *Limnodynastes tasmaniensis*, were made, both identified by their calls.

In addition to this species I have found the following species in the Ellavale Creek Council Reserve in the area between Wallaby Grass Rise and Southdown Way:

<i>Litoria verreauxi</i>	Verreaux's Tree Frog	(ID from live specimen)
<i>Crinia signifera</i>	Eastern Common Froglet	(ID from call)

At the time we moved to Ellavale Drive (2009) the population of frogs in the Ellavale Creek, when water was present, was phenomenal with the chorus of calls at night outstanding; frogs were often found in our yard at night and seen crossing the road in wet weather. Since the water course was excavated in about 2010 by the Developer, in accordance with an approved management plan, frogs are rarely heard or seen. I am not sure whether this is due to the physical removal of the creek bottom or a change in habitat condition with the addition of rock rubble to prevent scouring. Admittedly, the creek has not had the volume of water in it since the heavy rain in 2010, and any water since then does not last long.

The management of *Typha*, which has established along the flow-path, needs to be considered as it probably provides protection to wildlife.

Any further changes and management of the watercourse should consider, and try to accommodate, the specific habitat conditions for these species of frog.

Mammals

For information, at least two mammal species occur in the Ellavale area:

<i>Trichosurus vulpecula</i>	Brush-tailed Possum
Family Vespertilionidae	Unidentified bats

NATIVE VEGETATION (Ref: Ecological Assessment with Net Gain for Ellavale Estate, Traralgon East, Sept 2011; Vegetation Management Plan, Version 04A, 25.10.18; Native Vegetation Assessment Report, Nov 2018; Development Plan 05A, 26.10.18; Indicative Subdivision and Staging Plan – Council, 15.10.18; Ellavale East Development Report for Ellavale East, Ellavale Drive, Traralgon East. Revision D, Nov 2018)

Remnant Scattered Trees

The Vegetation Management Plan indicates that 2 large/very large Gippsland Red Gums are to be removed from the development area. This is not consistent with the Ecological Assessment which states that, 'Three scattered large and very large old Gippsland Red Gums have been identified as occurring within the area. Two of these trees are to be retained within the current proposal.' The report goes on to state, '...mandatory open spaces have been specifically located within the development area to take advantage of and include 2 of the 3 remnant scattered trees currently located on site; avoiding their removal'. The tree indicated for removal was considered to be, '...a significant habitat tree for bird and possibly avian mammal species.' The Development Plan does not show any trees within open space reserves, only one in a proposed drainage reserve. The NVAR states that, '...only two locally indigenous canopy trees are planned to be removed.'

Given the inconsistency, I have taken the EEDP Development Report (Nov 2018) to be the most current proposal and have based my comments on this.

The report indicates that two of the three trees in the proposed development area are to be removed to facilitate the orderly delivery of the subdivision. I understand the maintenance and public risk issues that may be associated with the central tree but they are the very characteristics of our large, iconic gum trees that make them such valuable wildlife habitat. The southern tree appears to be quite sound. There does not appear to have been a serious attempt to AVOID these trees in the planning process.

The southernmost tree identified for removal is the only large tree in that area and should be retained as recommended in the Ecological Assessment. This may result in the loss of an allotment. (There are properties along Ellavale Drive and Courts where large gum trees have been incorporated into allotments, but in this example it may need some adjustment to allotment size.)

The report indicates that of six trees in the Council Reserve, three are deemed lost due to potential impact to the root zones associated with battering and placement of fill with the proposed future road layout in the adjacent proposed development. The tree adjacent to Wallaby Grass Rise is 30metres from the development area and I don't understand why it would be at risk.

Consideration should be given to extending the Drainage Reserve, as has been proposed north of the central east-west road reserve. Ideally, the drainage reserve would be extended south along the Council Reserve to the next bend in the boundary (where a tree in the Council Reserve is marked for removal/potential impact). This would reduce the risk of development impact on the trees in the Council Reserve. Alternatively, provision could be made for a wider roadside verge on the west side of the boundary road along the reserve to achieve the same goal. A walking track similar to the one on the west side of the Council Reserve could be incorporated into the design, perhaps linking the two.

Gippsland Red Gums have a High Conservation Significance (Ecological Assessment, Table 2) and these trees are remnants of what was once a Plains Grassy Woodlands ecological vegetation class which is Endangered at a bioregional level. The habitat and aesthetic values of gum trees is well documented.

Several large Red Gums have already been lost along the creek over the past nine years, and there are so few left (7 large trees in just over a kilometre). The previous owner implemented revegetation along the Ellavale Creek utilising a local Landcare Group to establish stands of native plants to complement existing trees. Many gum trees have been planted but it takes well over a hundred years for them to reach sufficient size to provide nesting habitat and roosting hollows for bats.

The large Red Gum adjacent to where a roundabout is proposed on the corner of Ellavale Drive is a large, attractive, healthy tree and should not be removed or put at risk from road construction work. It appears to me that ample space is available to the north of the tree to allow a minor realignment of the proposed road to mitigate risk to the tree.

I strongly object to the removal of any trees, directly or indirectly, from the Council Reserve.

I strongly support ongoing revegetation in the Council Reserve using local native species.

The feedback I have provided assumes that the western boundary of the development area aligns with the existing fence line along the Council Reserve.

TRAFFIC REPORT, (Traffic Report, 11 October 2018; Mobility Plan, v 04B, 19.11.18; Servicing Report; Stormwater Management Strategy, 14 May 2018)

In response to the consultant's report I find it bewildering that it is considered appropriate to ignore the current classification of Ellavale Drive as an Access Street under the IDM, and reclassify the road as a Connector Road to accommodate the proposed development rather than design standards. It appears that the street already exceeds the indicative maximum volume but it is proposed that it will be expected to handle traffic from the proposed development which is anticipated to generate around 2,916 vehicle movements per day.

Has there been an investigation into the feasibility of providing major access from the northern section of the proposed development direct to the Princes Highway. This would provide quick and direct access to the Highway (and city areas), rather than through an existing residential estate. It would also provide direct access to the proposed railway station if that proceeds in the future.

I have concerns about the potential impact of increased traffic on people accessing McNairn Road from Ellavale Drive and the Princes Highway from McNairn Road, particularly vehicle back-up at peak times of the day. I also have concerns about the impact of increased heavy vehicle traffic during the construction and building phases of the proposed development.

The preferred layout (EEDP) for entry to the development area is the continuation of the east-west part of Ellavale Drive across the drainage reserve, with a roundabout to be provided at its intersection with Southdown Way. This seems to be a logical, practical and safe arrangement given that the heaviest traffic flow will be to and from the new development, and both roads will be of a similar standard. The proposed realignment of Ellavale Drive and Southdown Way will provide a buffer to residences in that area. This site is also convenient to access services from Ellavale Drive to the proposed development (eg gas from Ellavale Drive adjacent to Southdown Way). **I support this proposal but subject to it being designed in such a way as to not retard water-flow in the drainage reserve, which may require some redesign of the flow-path/roadway.** I am confident that the engineers can achieve this. (also, see my comments in Stormwater Management)

'An alternative alignment of the road connecting south of the proposed location, forming a T-intersection...' will be at Council's discretion if the roundabout preference is abandoned. I cannot see any indication of the alignment on the Mobility Plan. **I strongly oppose a T-intersection on Ellavale Drive, south of the roundabout site, as given the expected volume of traffic from the new development I would not consider such an option to be safe or sensible; it would have a huge impact on adjacent residents who, I expect, built in that area for the outlook to the adjacent council reserve and convenience of vehicle access and walking opportunities.** Reversing out of driveways at that location would be difficult and dangerous and parking vehicles out front would cause a traffic hazard. That section of Ellavale Drive only has a pavement width of about 7 metres. I am surprised that this has even been suggested as an alternative to cater for the estimated 3,000 vehicle movements per day, and a bus service, from the new development. **If an alternative location is required I request that a further round of consultation take place, at least with residents likely to be impacted.**

STORMWATER MANAGEMENT (Stormwater Management Strategy, 14 May 2018)

Having read the report I can't help but get the impression that the overall goal of the strategy has been defined by Latrobe City Councils requirement that the railway embankment not be impacted by the proposed development (or maybe I have misinterpreted and the concerns are that flows in excess of the culverts capacity will backup and impact assets further upstream). Regardless, I would hope that the goal is to mitigate potential threats to all built assets, post development, along the waterway, from direct flooding from the waterway and indirect local flooding from underground and roadway stormwater disposal infrastructure.

I consider that the existing residential area along Ellavale Drive, from about Wallaby Grass Rise through to the railway culvert, are at highest risk of impact from increased water flows in the creek and the proposed detention of water downstream, because this area is on the lowest elevations relative to the creek/drain invert. With heavy rainfall over a short period of time in March 2010, water levels reached the walking track on the eastern side of Ellavale Drive (beyond the level indicated for existing flood extent at Figure 8 in the report) backing up roadside stormwater pits resulting in flooding of the roadway and site-specific flooding around some homes due to the inability to dispose of above-ground and underground stormwater (see photos below). This was to the extent that concrete lids on stormwater pits were blown off from the water pressure built up. The vulnerability of this area is obvious from looking at the contours on Figure 8 (SMS). I understand that the drainage system is not designed to cope with flows over the 1 in 5 year ARI but the stormwater pit just below Wallaby Grass Rise is a real hotspot, collecting surface and underground flows from both directions along Ellavale Drive and from Wallaby Grass Rise. I don't know to what extent the excavation work along the waterway, sometime after March 2010, will alleviate the conditions outlined as it has not been tested. I should point out that at no stage in 2010 was there any direct threat to houses on this part of Ellavale Drive from surface water flows in the creek. This issue may be considered to be outside the scope of the proposed development plan but proposals have potential to worsen the current situation, and there may be opportunities to improve it.

I would like to see consideration given to avoid this situation in the future by widening of the flow channel below Wallaby Grass Rise and providing some protection with the construction of a low embankment between the flow-path and Ellavale Drive. I don't know if it is feasible but water from at least one roadside stormwater pit would then have to be piped underground to further downstream.

The Stormwater Management Strategy states that, 'The basin(s) will make best use of the natural waterway surface contours and the proposed road crossing to control flows' (SWMS, p7).

I have already expressed my support for the construction of a roundabout at the Ellavale Drive/Southdown Way corner but any roadway across the Council Reserve will need to be designed so as not to impede water flows in this area.

With the importance given to avoiding water head build up on the railway embankment at the outlet culvert, and the significant works proposed in establishing retarding basins along the creek, has any consideration been given to upgrading the culvert through the railway embankment so as to accommodate increased flows from the proposed development? Potential impacts downstream would need to be investigated. However, this may be a moot point as ultimately the capacity of the

culvert under the Princes Highway will dictate flow capacity from the Council Reserve. The northern part of the proposed development is adjacent to the proposed railway station zone and if the new station proceeds in the future there may be an opportunity to upgrade the culvert under the railway embankment. Whilst this may be outside the scope of the development plan, **some immediate improvement to water-flow through the railway culvert could be achieved with some maintenance to the flow path on the northern side.** The outlet area is currently obstructed by a dead tree, timber railway sleepers, and overall that area is overgrown and heavily infested with Blackberry.

If retarding basins are established along the creek line there is a provision in the strategy to ensure that culverts are to be located at the stream invert to allow the retarding basins to fully drain. **My inclination is to suggest that there may be merit in having the ability to retain shallow bodies of water in these areas for longer periods to provide wetter habitat for birds and frogs, but the proposed online wetland in the northern section may accommodate this need.**

INDICATIVE SUBDIVISION AND STAGING PLAN – COUNCIL

Just some observations:

The Ellavale East Development Plan states that, 'The purpose of the General Residential Zone is to encourage development that provides a diversity of housing types and respects the neighbourhood character of the area.'

GRZ objectives include:

'To establish and reinforce a spacious regional suburban character of new neighbourhoods',

'To encourage smaller and diverse housing types, including units and townhouses.'

(The two objectives appear to be contradictory!)

It appears to me that the proposed development, at least in the central and northern sections, does not significantly meet those guidelines.

Ellavale Estate to the west has a wide, open main 'arterial' street with a network of quiet, low-traffic courts; most allotments are over 1000m².

On the east the area is zoned and developed as Rural Living with allotments in the order of 2-3 hectares.

The proposed development has 324 allotments planned, most of them 501-750m², and only 7 allotments >950m²; 38 allotments are planned for <500m². I wouldn't consider this level of housing density to be within the character of the 'neighbourhood', or 'spacious regional suburban character.' It seems to me that townhouses and units will be out of character in this area.

I understand the reason for higher density residential development, but at the least **an attempt could be made to transition from existing residential developments to new adjacent developments, eg larger allotments along the western and eastern boundaries.**

SUBMISSION # 20

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From:
Sent: Wednesday, 19 December 2018 3:10 PM
To: Latrobe Central Email
Subject: *Ellavale East Development Plan feedback Submitted

Please find the following submission for Have Your Say on Ellavale East Development Plan

First Name

Surname

Street Ellavale Drive

Town Traralgon East

Post Code 3844

Email
Address

Phone
Number

My submission is (1) One area of concern for me is the anticipated greatly increased vehicle traffic on the existing Ellavale Drive, once the new estate is populated. For practical purposes, all traffic heading towards the centre of Traralgon or to the west will flow into Ellavale Drive via the new roundabout. One consequence will be an increased risk of accidents at the T-intersection where vehicles heading eastwards on Ellavale Drive and seeking to turn right into Laurina Drive have a very limited view of oncoming traffic due to the curvature of Ellavale Drive at that point.

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Post Office Box 204 Morwell 3640
Email Address latrobe@latrobe.vic.gov.au
Internet www.latrobe.vic.gov.au

SUBMISSION TO THE DRAFT ELLA VALE EAST DEVELOPMENT PLAN

Name.....

Address..... *ELLAVALE DRIVE TRARALGON EAST 3844*

Phone Number.....

Email Address.....

Date..... *18.12.18*

Your views on the proposed Development Plan (support or object):

Our first objection to development is the road directly opposite our house (Development No 4). We believe this road should join up with Ashleigh Place with maybe a roundabout instead of coming straight towards our house. We were amazed to hear that the reserve we were told would be opposite our block has been carved up with 3 roads causing traffic problems when we believe the new estate to be better serviced by Mahogany Drive and Nicoli Drive going out to Highway at Melissa Drive. Secondly trees to be removed believed to be 100+ years each, they provide the only home for birdlife in this area. Also the dam that provides for the wildlife (which has been in this area for at least 10 years) we believe should remain. Council would have approved construction of this dam and

PTO



it is an asset to the people and the environment...
As for safety concerns there has only ever been
swal fencing around the dam and children
and adults regularly go yabbying and dog walking
without any incidents.



From:
To: Latrobe Central Email
Date: 20/12/2018 9:48:19 AM
Subject: Att: Urban Growth EEDP

SUBMISSION # 22

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Good Morning,

My concern about the EEDP is that Mahogany Drive will be opened up to through traffic.

I would prefer that this did not happen.

If this, however, does happen, I would request a speed limit of 60kph as the road is quite narrow and some of the houses are near the road.

Thank you,

: Mahogany Drive
:
:

From:
To: Latrobe Central Email
Date: 20/12/2018 10:06:47 AM
Subject: Urban Growth and EEDP

SUBMISSION # 23
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SUBMISSION TO THE DRAFT ELLAVALLE EAST DEVELOPMENT PLAN

Name:
Address: Derwent Rise, Traralgon East Vic 3844
Phone Number
Email Address:
Date: 20/12/2018

We object to the Ellavale East Development Plan because the planned road access to the development by Ellavale Drive will increase the traffic in Ellavale Drive and detrimentally impact on the quality of life of the residents of Ellavale Park.

Ellavale Drive was planned as a meandering access road for the use of the residents of Ellavale Park and, as such, serves the residents well. To allow traffic to access the Ellavale East Development via Ellavale Drive changes Ellavale Drive from a residential access road to a significant traffic thoroughfare. Residents on Ellavale Drive and in Ellavale Park will lose their current ease of access due to the congestion caused by increased through traffic in Ellavale Drive due to the Ellavale East Development. All of the advantages of access to the Ellavale East Development by road from Ellavale Drive flow through to the eventual residents of the Ellavale East Development. There are no advantages for the residents of Ellavale Park, only disadvantages. Road access to the Ellavale East Development from Ellavale Drive should not be allowed.

If traffic for the Ellavale East Development is allowed to use Ellavale Drive it will cause traffic congestion at the junction of Ellavale Drive and McNairn Road and congestion will occur in McNairn Road back to the junction of McNairn Road with the Princes Highway. At the junction of McNairn Road and Princes highway the right hand turn lane from Princes Highway to McNairn road, which is already often filled with turning traffic, will become so used that traffic will back up and obstruct Princes highway and perhaps even obstruct the Princes Highway at the lights controlled junction with Traralgon-Maffra Road.

Access to the Ellavale East Development should be via the roundabout on Princes Highway at Minnedale Road. There should be no road access at all to the Ellavale East Development from Ellavale Drive.

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SUBMISSION # 24

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WGCMA Ref: WG-F-2017-0320
Document No: 3
Your Ref: EEDP
Date: 12 December 2018

Coordinator Urban Growth
 Latrobe City Council

Dear

Application Number (CMA Ref): WG-F-2017-0320

Property: Cadastral: Lot A1, PS644123, Parish of Loy Yang

Thank you for your enquiry, received at the West Gippsland Catchment Management Authority ('the Authority') on 28 November 2018 in relation to Ellavale East Development Plan.

The Authority has reviewed the Stormwater Management Strategy presented in the exhibition documents. Based on what is presented, the Authority considers that more work is required on both the hydrology and hydraulic modelling to ensure that this is the case. The current strategy indicates that the Best Practice water quality targets can be met with the proposed stormwater treatment, however this will require review following any changes to the hydrology.

The revised strategy should include consideration of the following:

- Both the existing conditions and proposed developed conditions hydrology modelling should be based on best practice, including check of flows against the Australian Rainfall & Runoff (AR&R 2016) Regional Flood Frequency Estimation Model, rather than relying on the now outdated SKM modelling.
- The stormwater infrastructure must be designed based on the best practice modelling techniques as outlined in AR&R 2016 and the infrastructure to control peak flows must be able to be contained within the proposed reserve. The report should be updated to demonstrate that the modelling is compliant with AR&R 2016.
- The hydraulic model should confirm that the stormwater infrastructure has no impacts on the adjoining subdivision and the model must extend beyond the railway embankment to confirm no adverse flood impacts to the downstream property.
- Reporting should specify the location of peak flow estimates, present flood extent maps to scale and clearly show existing and proposed conditions on a single map.
- A Waterway Management Plan will be required prior to any construction of infrastructure on the waterway. The plan must demonstrate how waterway health will be improved and be completed to the satisfaction of the Authority.

ABN 88 062 514 481

Correspondence PO Box 1374, Traralgon VIC 3844

Telephone 1300 094 262 | Facsimile (03) 5175 7899 | Email westgippy@wgma.vic.gov.au | Website www.wgma.vic.gov.au
 Traralgon Office 16 Hotham Street, Traralgon VIC 3844 | Leongatha Office Corner Young & Bair Streets, Leongatha VIC 3953

Should you have any queries, please do not hesitate to contact myself or _____ on
1300 094 262. To assist the Authority in handling any enquiries please quote **WG-F-2017-0320** in
your correspondence with us.

Yours sincerely,

The information contained in this correspondence is subject to the disclaimers and definitions attached.

Definitions and Disclaimers

1. The area referred to in this letter as the 'proposed development location' is the land parcel(s) that, according to the Authority's assessment, most closely represent(s) the location identified by the applicant. The identification of the 'proposed development location' on the Authority's GIS has been done in good faith and in accordance with the information given to the Authority by the applicant(s) and/or the local government authority.
2. While every endeavour has been made by the Authority to identify the proposed development location on its GIS using VicMap Parcel and Address data, the Authority accepts no responsibility for or makes no warranty with regard to the accuracy or naming of this proposed development location according to its official land title description.
3. **AEP** as Annual Exceedance Probability – is the likelihood of occurrence of a flood of given size or larger occurring in any one year. AEP is expressed as a percentage (%) risk and may be expressed as the reciprocal of ARI (Average Recurrence Interval).

Please note that the 1% probability flood is not the probable maximum flood (PMF). There is always a possibility that a flood larger in height and extent than the 1% probability flood may occur in the future.

4. **AHD** as Australian Height Datum - is the adopted national height datum that generally relates to height above mean sea level. Elevation is in metres.
5. **ARI** as Average Recurrence Interval - is the likelihood of occurrence, expressed in terms of the long-term average number of years, between flood events as large as or larger than the design flood event. For example, floods with a discharge as large as or larger than the 100 year ARI flood will occur on average once every 100 years.
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7. This letter has been prepared for the sole use by the party to whom it is addressed and no responsibility is accepted by the Authority with regard to any third party use of the whole or of any part of its contents. Neither the whole nor any part of this letter or any reference thereto may be included in any document, circular or statement without the Authority's written approval of the form and context in which it would appear.
8. The flood information provided represents the best estimates based on currently available information. This information is subject to change as new information becomes available and as further studies are carried out.

SUBMISSION # 25A

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Subject: FW: Ellavale East Development Plan (EEDP).

From:

Sent: Thursday, 20 December 2018 3:12 PM

To:

Cc:

Subject: Ellavale East Development Plan (EEDP).

Hi

Thank you for the opportunity to make comment on the proposed estate expansion.

I have raised this with our Team manager responsible for the Traralgon operational response together with taking a look at the proposal myself.

We both agreed and were concerned that there is limited access in and out of this estate. It has always worried us that if these become blocked (road works/road damage/house fire along route in/out etc.) for any reason it could cause a major problem regarding access with no timely alternatives available.

Our only comment therefore is that it would be good to make sure that this is considered and there is ample access and egress for emergency vehicles especially with the large numbers proposed in this estate.

Consideration could also be given to the width of access streets (allowing for parking/clearway etc.) along the more main roads should alternate access not be possible to enhance access routes.

Thanks again for the opportunity to comment.

Regards

Ambulance Victoria

2 Saskia Way Morwell VIC 3840

PO Box 6000 Gippsland MC VIC 3841

T 03 5136 8905

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E

W ambulance.vic.gov.au

**AmbulanceVictoria**

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From:
Sent: Monday, 4 February 2019 2:17 PM
To:
Cc:
Subject: RE: [EXTERNAL] - Ambulance Victoria response - Ellavale

Hi Danielle,

Thanks for your reply.

More than happy for you to give me a call if that suits.

Basically, the feedback from my staff suggests (anecdotally) that it is getting harder and harder to negotiate some streets in new sub-division throughout Gippsland as more and more people have taken to parking on the streets – especially caravans and boats and when our crews travel down them they sometimes just fit – I would imagine this would be a bigger issue for the fire brigade with their larger vehicles. It is worth noting that Traralgon Fire Brigade now do attend life threatening medical emergencies along with ambulances in a program to ensure that we are getting help to someone as fast as possible.

The other concern you have noted was my submission regarding access to this new sub division. Feedback again from staff refer to the often rabbit warren approach to enter which delays response times – they prefer simple access off main roads to make access and egress both timely and easy.

As you also raise, the staged approach reduces access and egress routes in the early development which could lead to congestion of our responding given the joint fire and ambulance approach on life threatening cases. This could also be compounded in other emergencies with other emergency service organisations such as Police and SES who may also be attending (e.g. car accidents within the estate).

I hope this is helpful for your considerations and as stated above, I am more than happy to discuss further if you feel it would be helpful.

cheers

Ambulance Victoria
2 Saskia Way Morwell VIC 3840
PO Box 6000 Gippsland MC VIC 3841

W ambulance.vic.gov.au



AmbulanceVictoria

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From: Danielle Simpson [mailto:Danielle.Simpson@latrobe.vic.gov.au]
Sent: Sunday, 3 February 2019 11:34 AM
To: James, Paul <paul.james@ambulance.vic.gov.au>
Cc: Lauren Snowdon <Lauren.Snowdon@latrobe.vic.gov.au>
Subject: [EXTERNAL] - Ambulance Victoria response - Ellavale

Hi Paul,

Thanks for your submission you made on behalf of Ambulance Victoria for the Ellavale East Development Plan. I just wanted seek some clarification for my assessment of the submissions. The submission states consideration should be given to street widths for emergency vehicles. Is there a specific width that AV would like to be seeing? And in regards to access and egress; is the concern regarding that the proposal as it will be developed in stages won't have all access points available or is the end result with the 5 proposed points (one will be a long term access point at the south) not appropriate given their locations?

Happy to give you a call (I am out of the office from Tuesday arvo for two weeks so let me know if you want to chat), but if I could get a follow up email response that would be fantastic just so I can make sure we are capturing your concerns accurately.

Thanks heaps,

Danielle Simpson

**Coordinator Urban Growth
Latrobe City Council**

[mailto: danielle.simpson@latrobe.vic.gov.au](mailto:danielle.simpson@latrobe.vic.gov.au)

Direct: 03 5128 5752

Mobile: 0447 224 135

Phone: 1300 367 700
PO Box 264, Morwell 3840
141 Commercial Rd, Morwell 3840



<http://www.latrobe.vic.gov.au/>

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SUBMISSION # 26

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SUBMISSION TO THE DRAFT ELLAVALE EAST DEVELOPMENT PLAN

Name -----

Address -----

Phone Number -----

Email Address -----

Date ----- 20 December 2018

I would like to express my concern about 2 matters in relation to the above development plan.

1. I am strongly apposed to the removal of the large indigenous red gum tree located on the southern end of the development which is directly behind our property in Clover Court. This 300-400 year old tree is home to a large number of birds of different species and is a magnificent specimen. I see no reason why a public open space could not be located here to accommodate this tree.
2. I am concerned that no additional intersection treatments are proposed for the intersections at Ellavale Drive / McNairn Road and Ellavale Drive / Laurena Drive. It is my understanding that Council imposed planning permit conditions on the latter stages of the existing Ellavale estate requiring the developer to provide roundabouts at these 2 intersections. These works are yet to be undertaken.
Now with an additional 324 allotments, almost doubling the size of the existing Ellavale Park estate, there is no proposal to upgrade these 2 intersections. Surely Council's engineering standards have not changed that much.
The Laurena Drive intersection is already quite dangerous as there is very little sight distance on Ellavale Drive.

These issues are the only ones that affect us directly. I look forward to hearing your response to these concerns.

Yours sincerely

From:**To:** Latrobe Central Email**Date:** 20/12/2018 9:24:57 PM**Subject:** Urban Growth**SUBMISSION # 27**

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I am writing to you regarding to the development of the Ellavale Estate as I live at Mahogany Drive Traralgon East and also run a small business involving other peoples horses.

I do not have a problem with the development of Ellavale as an estate, however i do wish to object to the development being allowed to open up onto my road and Nicholi Drive. We are a rural residential area with minimal traffic. We ride horses and walk dogs and other residents do the same as well as run, walk and ride bikes, opening the roads will not only cause safety risk to the residents but increase traffic noise to the quite area.

For my property the noise levels have already increased due to the highway duplication, not to mention if the proposed vline stabling project went ahead in our area.

I have put a lot of money and many years of hard work into building a beautiful safe horse property.

Thank you for taking the time to read this and hope you can take my concerns into consideration.

Kind Regards,

SUBMISSION # 28

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From: cms@seamlesscms.com
Sent: Thursday, 20 December 2018 11:02 PM
To: Latrobe Central Email
Subject: *Ellavale East Development Plan feedback Submitted

Please find the following submission for Have Your Say on Ellavale East Development Plan

First Name

Surname

.

Street

Town Traralgon East

Post Code 3844

Email
Address

Phone
Number

My
submission
is

The current Ellavale subdivision has decent size blocks which the residents often paid a greater amount for than other Traralgon subdivisions with the reputation of it being premium land. The average size of the parcels for most of the subdivision is 1,098 square metres. A little further out, the average size decreases to 873 square metres, skewed by the Wilkerson Way stage which has similar size parcels to the proposed development. The proposed development has an average parcel size of 678 square metres. I'm guessing it would be quite unusual for the size of parcels in new developments to decrease as the distance from the town centre increases. The developer looks to be cramming as many blocks as possible in to increase the number of individual sales (and probably therefore profit) to the detriment of existing Ellavale property owners. Having a large number of small parcels is not consistent with the Ellavale subdivision and I fear will result in low quality and Commission homes being built, reducing the attractiveness and reputation of the Ellavale subdivision, and therefore decreasing the prices of the existing properties. We live in a large country that has ample land for development. This is even more true in a regional town like Traralgon compared to capital cities that probably often have average parcel sizes like the proposed development. The proposed subdivision will result in relatively slum housing with 678 square metre parcels, right next to a subdivision with an average parcel size of 21,165.06 square metres (5.23 acres). Powers that be should be ensuring that money hungry developers don't develop highly concentrated subdivisions and parcel sizing is consistent with adjacent properties. I am not opposed to the subdivision but believe that the average parcel size should be around 1,000 square metres like the majority of Ellavale parcels.

Upload... No file attached

SUBMISSION # 29

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Subject: FW: Ellavale East Development Plan

From:

Sent: Friday, 21 December 2018 9:47 PM

To:

Subject: Ellavale East Development Plan

Hi,

I am writing to express my concerns over the above listed development plan. I was unable to fill in the online form as I tried and said it was closed, but it's still the 21st December.

My main concern is the added traffic onto Ellavale Drive. We have a beautiful quiet estate here and adding all that traffic from the extra allotments, will be unpleasant for our beautiful country feel area. I understand there is two other access roads to the proposed estate, but if you were living in the new proposed estate and wanted to travel to the CBD, Ellavale Drive would be the obvious route to take.

My other concern is in the event of an emergency and we had to exit the estate. I believe adding the extra traffic would pose a safety hazard. In its current capacity and in the event of an emergency it concerns me how quickly we could exit with all the current estate trying to evacuate.

I do not wish my name to be listed on the public record.

Kind Regards,

SUBMISSION # 30

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From:
Sent: Wednesday, 2 January 2019 11:47 AM
To:
Subject: FW: Ellavale East Development Plan proposal

From:
Sent: Wednesday, 2 January 2019 11:45 AM
To:
Subject: Ellavale East Development Plan proposal

I have had the chance to review the Ellavale East Development Plan documentation and would like the opportunity to discuss a couple of queries in relation to the documents submitted - specifically the Traffic and Transport Assessment and the Telecommunications proposal.

The Traffic assessment appears to have inconsistencies in the proposed daily volume increases between Figure 14 and Figure 19 of the report. Figure 19 indicates 2898 vpd movements west into Ellavale Drive from the proposed subdivision but only 998 exit via the Ellavale Drive and McNairn Road intersection and up to 493 possibly exit via Minniedale Road. Where do the other 1407 vehicle movements exit the estate ?

The existing telecommunications network within the Ellavale Estate struggles to supply adequate connection particularly for internet and NBN. The Services report is very scant on detail in relation to telecommunications. I am surprised that the existing infrastructure is deemed adequate to service a further 300 odd lots - particularly when you consider the existing infrastructure was originally planned in the early 90's.

I have been a resident of the Ellavale Estate since 2001. I am not adverse to development as we have seen significant growth in the Estate in this time and future growth is beneficial to the long term sustainability of the Latrobe City.

I do have concerns about the near doubling of use of existing road resources (Ellavale Drive) and existing telecommunications infrastructure without any apparent enhancement or improvement to these resources.

Please feel free to contact me to arrange a meeting or discussion.

Thanks and Regards

SUBMISSION # 31

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Chief Executive Officer
Latrobe City Council
Po Box 264
MORWELL VIC 3840

Dear Sir

ELLAVALE EAST DEVELOPMENT PLAN (EEDP), TRARALGON

Thank you for the opportunity to comment on the proposed development.

In summary my suggestions relate to the following areas which I will elaborate on in more detail further on in my submission.

1. Impact of traffic on existing development within the Ellavale Estate.
2. Preservation of existing vegetation.
3. Management of the drainage reserve.

1. TRAFFIC

Ellavale Drive for the most part, is provided with a single footpath therefore local residents intending to walk in this area will most likely be required to cross the main road at some stage during their walk.

A primary requirement of road design is that the designers must cater for all road users including pedestrians. As a collision with a pedestrian at 30 km/hr can be fatal it is imperative that Council pay close attention to road design within the Ellavale estate. Motor vehicle drivers must have adequate sight distance to observe pedestrians waiting to cross the road as do pedestrians having the ability to observe approaching vehicles. Currently this is not the case in several areas along Ellavale Drive. An example of poor sight distances is in the area between Saxby Court and Milburn Court an area that has been the subject of a number of vehicle accidents.

Pedestrians intending to cross Ellavale Drive in this area comes with a degree of risk particularly for the young and senior citizens. At certain times of the day traffic numbers already make it difficult to cross and particularly as a number of vehicles do not comply with the speed limit.

With the full development of Ellavale East it has been estimated that traffic flows will increase from approximately 3700 to 4700 vehicle movements per day. To manage this some form of traffic calming needs to be implemented.

With traffic calming, people feel more comfortable on the street and are more likely to walk or ride bikes. With the introduction of street calming design residents will perceive a reduced threat of danger from motor vehicles and are more likely to engage in street orientated activities.

The current design of the road network into the new development is primarily from the existing Ellavale estate. This, I have been advised, is to maintain connectivity with the existing estate. I would venture to say that vehicle movements out of the new estate would be generally to destinations beyond Ellavale and the new residents would only view the existing Ellavale Drive as a conduit to exit the area.

If the proposed roundabout at the junction of Ellavale Drive and Southdown Way was removed and replaced by a shared walkway connectivity with the existing estate would be achieved and vehicle movements on Ellavale Drive would not be increased. Traffic from the new estate would be diverted via Nicholi Drive to either Melrossa Road or Minniedale Road. The idea of accessing the Ellavale estate via Melrossa Road is not new as the original estate was accessed via Tristania Drive.

Similarly the southern section (section 4) of the proposed development should not access Ellavale Drive but be accessed via section 3 with a crossing upstream of the existing dam. Until the road connection with Laurina Drive to the south residents in this area would be also exit via Nicholi Drive.

With respect to emergency vehicles accessing the new development I would suggest that arrival times would be similar for vehicles coming via the Princes Highway / Minniedal Road to that of accessing the estate via Ellavale Drive.

2.PRESERVATION OF VEGETATION

The report commissioned by Beverage Williams titled *Intermediate Native Vegetation Assessment Report for Ellavale Estate Traralgon East* has approached the issue of native vegetation with a foregone conclusion that examples of mature Gippsland Red Gums were to be sacrificed for the estate. On my quick reading of the documents I could find no discussions on how these trees could be preserved.

The Gippsland Red Gums within the area provide not only habitat value but also aesthetic value to the existing and future communities of this area. Providing offsets where trees are unavoidably lost is a sound idea but do not replace the existing value of these trees within the estate. In the short term one large tree is not equivalent to 400 plants planted along Loy Yang Creek. I would have hoped that the developer would have undertaken vegetation planting along the creek to protect and enhance the environmental values of the waterway without relying on an offset.

I would like Council to require of the developer that further options be explored to ensure that the mature trees earmarked to removal are protected. Areas that could be explored include;

1. The road running along the western boundary of area 2 could continue south around the gum tree to reconnect with the western boundary road of area 1. The area cut off by the realignment would be incorporated into the creek reserve.
2. The mature tree in area 4 could be incorporated into the creek reserve and ideally the ring road would cease either side of the tree.

3. The trees earmarked for removal within the creek reserve I assume will suffer root damage due to civil works and need to be removed. Again realignment of infrastructure such as sewerage mains and roads need to be examined by the developer.

The loss of potential residential area could be offset by a reduction or even the removal of the passive open space area contained within area 2.

3.MANAGEMENT OF DRAINAGE RESERVE

The Ellavale community, particularly those living within close proximity to Loy Yang Creek , have a keen interest in the development and management of the waterway. Council and the developer have an opportunity to foster interest in this area through the formation of a 'friends of' group that could advise on how the waterway could be developed and managed in the long term.

I note that footpaths are to be provided on either side of the road network. The increased hard surfaces would result in increased peak flows during storm events and the provision of a footpath on one side only should be considered.

In conclusion I welcome the proposal to develop the area and I look forward to hearing how Council will approach the plan.

Yours sincerely



Latrobe City Council
Latrobe City Council
DOC19/102430
Date Received: 02-Jan-2019
T1Y (U3) 5135 6322
Post to PO Box 264 Morwell 3840
Email Address latrobe@latrobe.vic.gov.au
Internet www.latrobe.vic.gov.au

SUBMISSION TO THE DRAFT ELLA VALE EAST DEVELOPMENT PLAN


Name...
Address...
Phone Number...
Email Address...
Date 19-12-18

SUBMISSION # 32
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Your views on the proposed Development Plan (support or object):

As a resident of Ellavale Drive Traralgon East I object to the development plan using Ellavale Drive as the entrance to the new estate. I feel this will make what is a very pleasant street to live at the moment a traffic nightmare the area is busy enough at times now but doubling the traffic would make it horrendous to say the least. What I would like to propose is the entrance to the new estate be Minnedale rd direct from the hwy this would not inconvenience any one at all and would be easy access to the estate and will not create a traffic problem.

[Redacted signature area]

<p>Latrobe City PO Box 264 Morwell Vic 2840</p>	<p style="text-align: center;">Latrobe City Council  DOC19/102431 Date Received: 02-Jan-2019</p>	<p style="text-align: right;">[Redacted]</p>
<p>Danielle Simpson Coordinator Urban Growth</p>	<div style="border: 2px solid red; padding: 5px;"> <p>SUBMISSION # 33A This document has been copied and made available for the planning process as set out in the Planning and Environment ACT 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.</p> </div>	<p>Traralgon 3844 20th December 2018</p>
<p>Re: Proposed Ellavale East Development Plan (EEDP)</p>		
<p>4.4 External Road Network 4.4.1 Ellavale Drive</p>		
<p>This proposal has the potential to devalue our properties. Especially, those of us whose residents face Ellavale Drive with increased numbers of vehicles being proposed and using Ellavale Drive as the sole access, even if only in the main until the eleven (11) stages have been completed. Also, there is the considerable time frame required for heavy vehicles and equipment to use Ellavale Drive before the completion of the estate.</p>		
<p>No time frame for completion indicated.</p>		
<p>Add to this the fact 99.9% of residents living on Ellavale Drive and side streets; consider the pavement unacceptable to park at the kerb at any time. Vehicles needing to visit residents if there is insufficient parking space on the property, deem it necessary to park off the pavement. This is determined by the fact we have several blind spots, one being on the bend where I live, curves, dips, two different bus services and the 1,000 extra vehicles already using the pavement.</p>		
<p>The increase in traffic will have a detrimental effect on the noise level and ambiance of which the Ellavale Estate was created to achieve with its Covenants regarding the River Red Gums and the Council's desire/efforts to ensure as many trees as possible remain, ensuring the environment which currently exists is maintained together with the special requirements regarding building materials etc. Yes! You may consider those of us lucky enough to enjoy this special environment, as spoilt but there is hardly a person you speak with after mentioning you live in the Ellavale Estate, who doesn't comment on how lovely and lucky we are to live in such a beautiful area.</p>		

As a resident I appreciate the need for housing but cannot agree for this to be at the expense of current environmental conditions.

We are already experiencing a sufficient increase in vehicles using Ellavale Drive – in excess of 3,700 as a registered Access Road - any additional traffic will be to our detriment coupled with the additional vehicles from the residents currently reaching driving age.

Suggesting it is appropriate to re classify Ellavale Drive to accommodate a new development simply because the road count indicates we are carrying a higher volume than expected, doesn't mean we don't have traffic difficulties. Or using this as justification for additional vehicles from the new residents to our detriment, in particular, the residents on Ellavale Drive, is unreasonable from my/our perspective/s.

You have pointed out in your Summary and Conclusions a roundabout would be undesirable from a traffic perspective at Southdown Way, with which I concur but also feel your alternative of a T Section will prove difficult and inconvenient for the residents living here also.

It is extremely difficult to express an informed view on such a project in a few pages and without advice from experts in this area. However, I hope this leads to some thought about using Ellavale Drive as the sole access and increasing the number of vehicles using it, considering the residents are aware parking at the kerb is dangerous.

Yours sincerely,



SUBMISSION # 33B

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Subject: FW: ELLAVALLE EAST DEVELOPMENT PLAN,Development Plan Report for Ellavale East, Ellavale Drive,,Traralgon East,Revision D November 2018

-----Original Message-----

From:

Sent: Saturday, 12 January 2019 4:16 PM

To:

Subject: ELLAVALLE EAST DEVELOPMENT PLAN,Development Plan Report for Ellavale East, Ellavale Drive,,Traralgon East,Revision D November 2018

Although I have already submitted reasons why I would prefer the Council to reconsider changing Ellavale Drive from its current classification. I feel perhaps a simple observation as to why the report feels Ellavale Drive functions above its classification would be for Council to visit Ellavale Estate, at any time - day or night - and see residents don't park at the curbs due to it being dangerous to do so. Should residents consider parking at the curbs, then the additional vehicles will cause accidents, noise and congestion.

If this is to be known as part of the Ellavale Estate, then the removal of several River Red Gums doesn't meet with the spirit of the Estate's original aims, where there is a Covenant on the removal of the old River Red Gums and the environmental aim at keeping established trees .

I hope this arrives before the Council meets on this development.

SUBMISSION # 34

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From:
To: Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>
Date: 12/01/2019 3:32:56 PM
Subject: Urban Growth

Submission to the Draft Ellavale East Development Plan.

Name:
Address:
Ph
Email Address
Date January 2018

Our Views on the proposed Development Plan.

1. Tree Removal On the first block (lot 131) on the RHS of proposed Roundabout/Entrance to development.

2 other trees in drainage Reserve area south of (1) above.

Why can't there be reallocations of some "public open space" to allow these trees to remain. It was done by the Farmer family when they developed the original estate but now seems to not matter any more which is a great shame particularly as there are so few of them left. It seems that the developers just want to wipe the board and start with a clean slate which is no doubt designed to save them money.

2. Traffic The Only access to the major part of entire development means that most of the traffic from the new area will be on Ellavale drive to McNairn Rd with a small amount possibly heading south towards the Laurina Dve end of Ellavale Dve. We also note that the consultant's preferred option is a Tee intersection between Southdown Way & Wallaby Grass Rise. We're certain that this will prove to be a further accident location with people in a hurry as everyone seem to be these days.

The potential addition of another 500 - 600 cars using the Ellavale Dve - McNairn Rd intersection will be an absolute nightmare each morning and evening which are the times that most of this traffic will be using the roads. Ellavale Dve is already very busy at these times and is quite dangerous particularly so as too many people already speed on Ellavale Dve and McNairn Rd is designated 60 kmh. The Police will be able to tell you more about this issue I'm sure as they are often checking speeds on these roads. I think that there needs to be more work done on Traffic Calming in this area as there is along the watercourse section of Ellavale Dve.

I seem to remember that some time ago there was talk of an upgrade to the Ellavale Dve, McNairn Rd, Tulloch Way intersection but have not heard any more of it since. The same thing applies to the intersection/s comprising Glenview Dve, Liddiard Rd, Howitt Street which is another of those very busy, tricky intersections particularly at the busy

morning and afternoon traffic peaks. These intersections will both be impacted by increased traffic in and out of Ellavale Estate.

Further to all of this I believe that there will be a huge amount of damage done to Ellavale Dve during construction of the estate and then the ongoing building activity with numerous trucks/machinery coming and going for several years. I know that when our home was being built there was quite a bit of rain and this resulted in trucks leaving piles of mud on the roads as they don't care what they leave behind as they cart away the excess soil from the construction sites. What controls will be in place to minimise this problem?

As for Mahogany Dve & Nicholi Dve, it's doubtful that many people will use these roads even if they are connected to this development early in the project as it adds several km's to the trip into town for most people. Some of the people living in the area to the East of the development may use it as a shortcut through the estate.

It appears to me that a better access solution might be to do away with both access roads/crossings altogether, join the two sections of the development across the creek reserve and then connect the entire development to Laurina Dve. Even better, access at the North end to the highway at the Roundabout. I do realise that this would be more problematic to build etc but would get more use & take a lot more traffic off Ellavale Dve.

3. Drainage. I am also concerned as to the effect of all these extra homes on drainage in the area. I recall the 2010 downpour which although it didn't last very long, caused quite a bit of flooding, including our home where we had water flowing through our garage because the stormwater was unable to get away, partly due to the clogged up watercourse. Whilst that was subsequently cleared out it is now back to a similar condition as it was then and is full of reeds etc. What will it be like if/when that happens in the future?

Another thought we had was why are there so many blocks of land "under 500 sq m" in area?

The only thing these blocks are good for is building a double storey home with no garden space or very small dwellings. It seems to us that these small dwellings would be better located in areas closer to the CBD which would better suit the type of people who want these small homes. This may be something the planning department can look at in the future.

4. Overall We are not totally against the development as we always knew it would

happen one day, we just hoped it would take longer to happen. We also think that there are things that can and should be done better.

Regards,

SUBMISSION # 35

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Latrobe City Council



Date Received: 21-Jan-2019

[Redacted]
Coordinator Urban Growth

Latrobe City

PO Box 264

Morwell VIC 3840

[Redacted]
Traralgon East VIC 3844

Re: SUBMISSION – ELLAVALLE EAST DEVELOPMENT PLAN (EEDP)

Dear Danielle,

As a resident of Ellavale I would like make the following points, suggestions and concerns I have in regard to the (EEDP):

- The new proposed sub division (Map/Diagram 1) is made up of high density allotments (324 lots – 245 lots are under 750 m2) and are well below existing average size lots that currently exist in the Ellavale Estate. High density blocks means higher population in this new development compared to the current Ellavale Estate with comparable land area. This will take away the aesthetics that current residents of Ellavale enjoy such as more space, larger lots and high standard of housing.
- It is a major concern to have higher traffic flows in and out of the current two main exits being Ellavale Drive and Tristania Drive, should the proposed round about at Ellavale Drive connects with the new development (refer Map/Diagram 2 - #1). There are two other proposed exits and entry points out of the new development via Mohogany Drive and Nicholi Drives. Residents living in this new development will obviously exit/entry the Ellavale East Development via the new proposed round at Ellavale Drive on most occasions. This will mean high traffic flows particularly at morning and afternoon school and work peak hour traffic. The added traffic in and out of the Ellavale estate will put pressure at the Ellavale Drive/ McNairn Road intersection and have further implications on intersections nearby and further down the line such as McNairn Road/ Tullock Way, Glenview Drive/ Liddard Road, Liddard Road/ Howitt Street, Howitt Street/ Whittakers Road and adjoining traffic light intersection at Whittakers Road and Princes Highway (refer Map/Diagram 3 - # 1 to #5). Added traffic volume will put stress on existing road infrastructure on all intersections and roads as mentioned.
- The new proposed Ellavale development requires a direct exit/entry point of its own, instead of the proposed Ellavale round about option. I suggest an exit/entry point should connect with the Stammers Rd/ Princes Highway round about (refer Map/Diagram 4 - #1) Yes, it will mean a crossing over the railway but a more direct exit/entry point for residents in the new proposed estate is

warranted. It would address the problems of high traffic flows via Ellavale Drive as previously indicated. There would be easier access for new residents to nearby proposed supermarket and Traralgon East petrol stations and shops along the Princes Highway and the town in general.

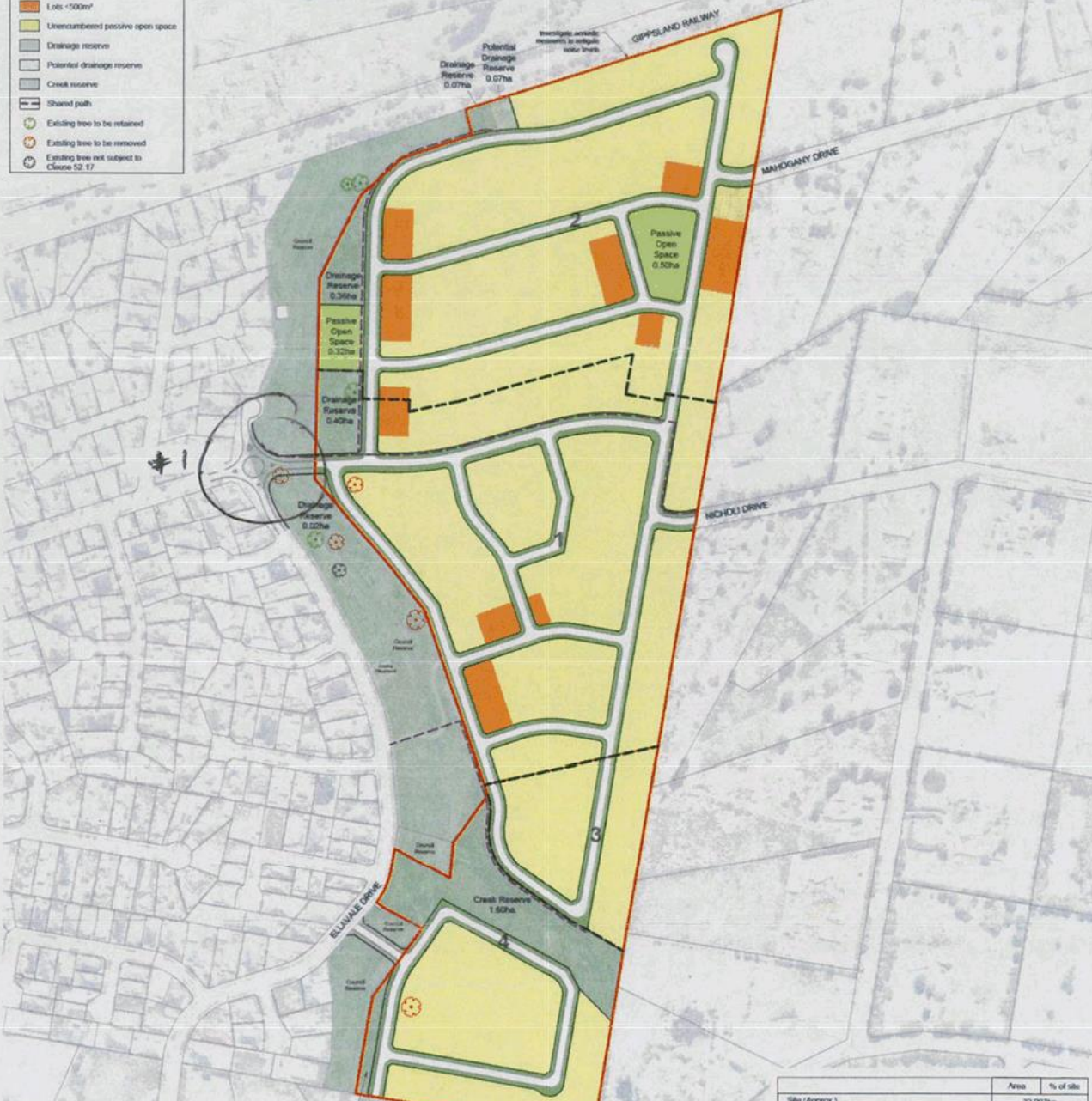
Regards





Map/Diagram 2

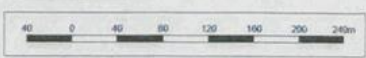
- LEGEND**
- Tile boundary (approx.)
 - Internal tile boundary (approx.)
 - Indicative Stage boundary
 - Indicative Stage number
 - Standard Density Residential Lots
 - Lots < 500m²
 - Unencumbered passive open space
 - Drainage reserve
 - Potential drainage reserve
 - Creek reserve
 - Shared path
 - Existing tree to be retained
 - Existing tree to be removed
 - Existing tree not subject to Clause 52.17



- Notes**
- This plan is subject to Council approval.
 - All dimensions and areas are subject to survey and final computations.
 - The drainage reserves shown have been preliminarily sized for the treatment and detention of stormwater to Council requirements. The layout and area required will be subject to engineering detail design and Council approval.
 - Existing dams located within construction areas will be filled during construction.
 - Further investigation may be required for tree buffers, vegetation retention and removal, site access and egress, and Aboriginal and cultural heritage.
 - All roads are 10m local access level unless noted otherwise.
 - Allowance has been made for Public Open Space within this development.
 - All dimensions shown are length of arc (not chord).
 - WGCMA has agreed that they will allow for the deletion of the end of the northern most designated waterway provided that a significant improvement in waterway health is achieved within the remaining waterway reserves.

Site (Approx.)	Area	% of site
* Residential Lots (324 Lots)	32.997ha	
* Non-Arterial Roads	21.981ha	
	7.520ha	
Drainage Reserve	0.807ha	2.68%
Potential Drainage Reserve	0.072ha	0.22%
Unencumbered Passive Open Space	0.625ha	2.50%
Creek Reserve	1.733ha	5.25%
Net Developable Area	29.510ha	
Lot Yield	324 lots @ 11 lots per ha	Average lot size 67m ²

* Indicates inclusion in NDA



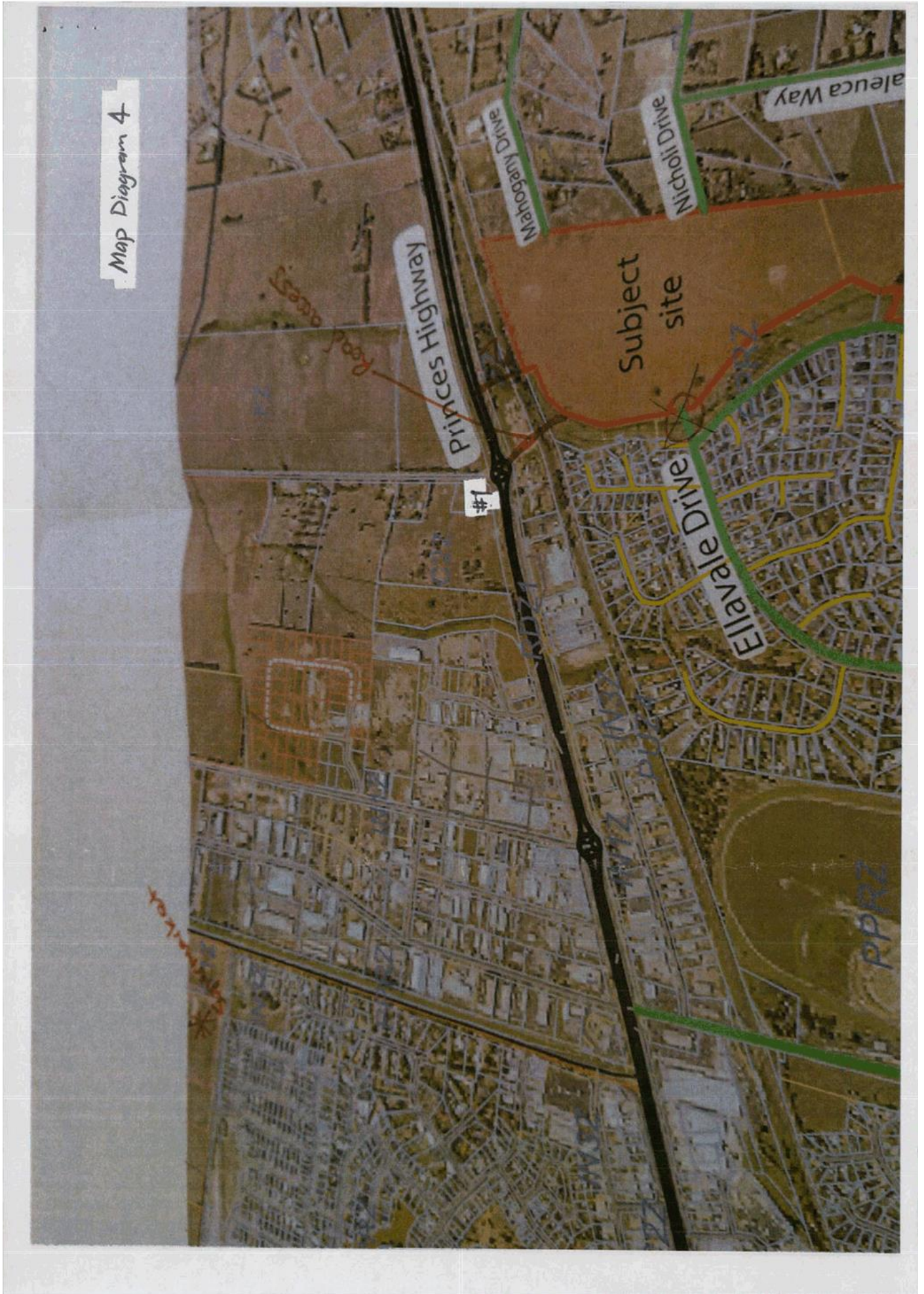
Development Plan
 Ellavale Drive, Traralgon East
 Englobro Properties Pty Ltd

BW Bevendge Williams
 Development & Environmental Consultants
 Melbourne ph: 03 9224 8888
 www.bevendgewilliams.com.au

80	10/10/16	Task & time schedule completed	100%	100%
81	10/11/17	Finals & final approval, reporting submitted	100%	100%
84	10/11/17	Plan approval	100%	100%
85	10/11/17	Plan approval	100%	100%
86	10/11/17	Plan approval	100%	100%

Date: 26.10.18
 Version No: 05A
 Job No: 1500822
 Scale: (A1): 1:2000
 (A2): 1:4000

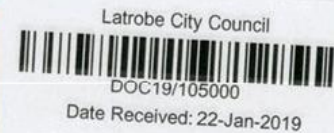




Danielle Simpson
Coordinator Urban Growth
Latrobe City
PO Box 264
Morwell VIC 3840

SUBMISSION # 36

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Re: SUBMISSION – ELLAVALLE EAST DEVELOPMENT PLAN (EEDP)

Dear Danielle,

As a resident of Ellavale I would like make the following points, suggestions and concerns I have in regard to the (EEDP):

- The new proposed sub division (Map/Diagram 1) is made up of high density allotments (324 lots – 245 lots are under 750 m²) and are well below existing average size lots that currently exist in the Ellavale Estate. High density blocks means higher population in this new development compared to the current Ellavale Estate with comparable land area. This will take away the aesthetics that current residents of Ellavale enjoy such as more space, larger lots and high standard of housing.
- It is a major concern to have higher traffic flows in and out of the current two main exits being Ellavale Drive and Tristania Drive, should the proposed round about at Ellavale Drive connects with the new development (refer Map/Diagram 2 - #1). There are two other proposed exits and entry points out of the new development via Mohogany Drive and Nicholi Drives. Residents living in this new development will obviously exit/entry the Ellavale East Development via the new proposed round at Ellavale Drive on most occasions. This will mean high traffic flows particularly at morning and afternoon school and work peak hour traffic. The added traffic in and out of the Ellavale estate will put pressure at the Ellavale Drive/ McNairn Road intersection and have further implications on intersections nearby and further down the line such as McNairn Road/ Tullock Way, Glenview Drive/ Liddard Road, Liddard Road/ Howitt Street, Howitt Street/ Whittakers Road and adjoining traffic light intersection at Whittakers Road and Princes Highway (refer Map/Diagram 3 - # 1 to #5). Added traffic volume will put stress on existing road infrastructure on all intersections and roads as mentioned.
- The new proposed Ellavale development requires a direct exit/entry point of its own, instead of the proposed Ellavale round about option. I suggest an exit/entry point should connect with the Stammers Rd/ Princes Highway round about (refer Map/Diagram 4 - #1) Yes, it will mean a crossing over the railway but a more direct exit/entry point for residents in the new proposed estate is

warranted. It would address the problems of high traffic flows via Ellavale Drive as previously indicated. There would be easier access for new residents to nearby proposed supermarket and Traralgon East petrol stations and shops along the Princes Highway and the town in general.

Regards

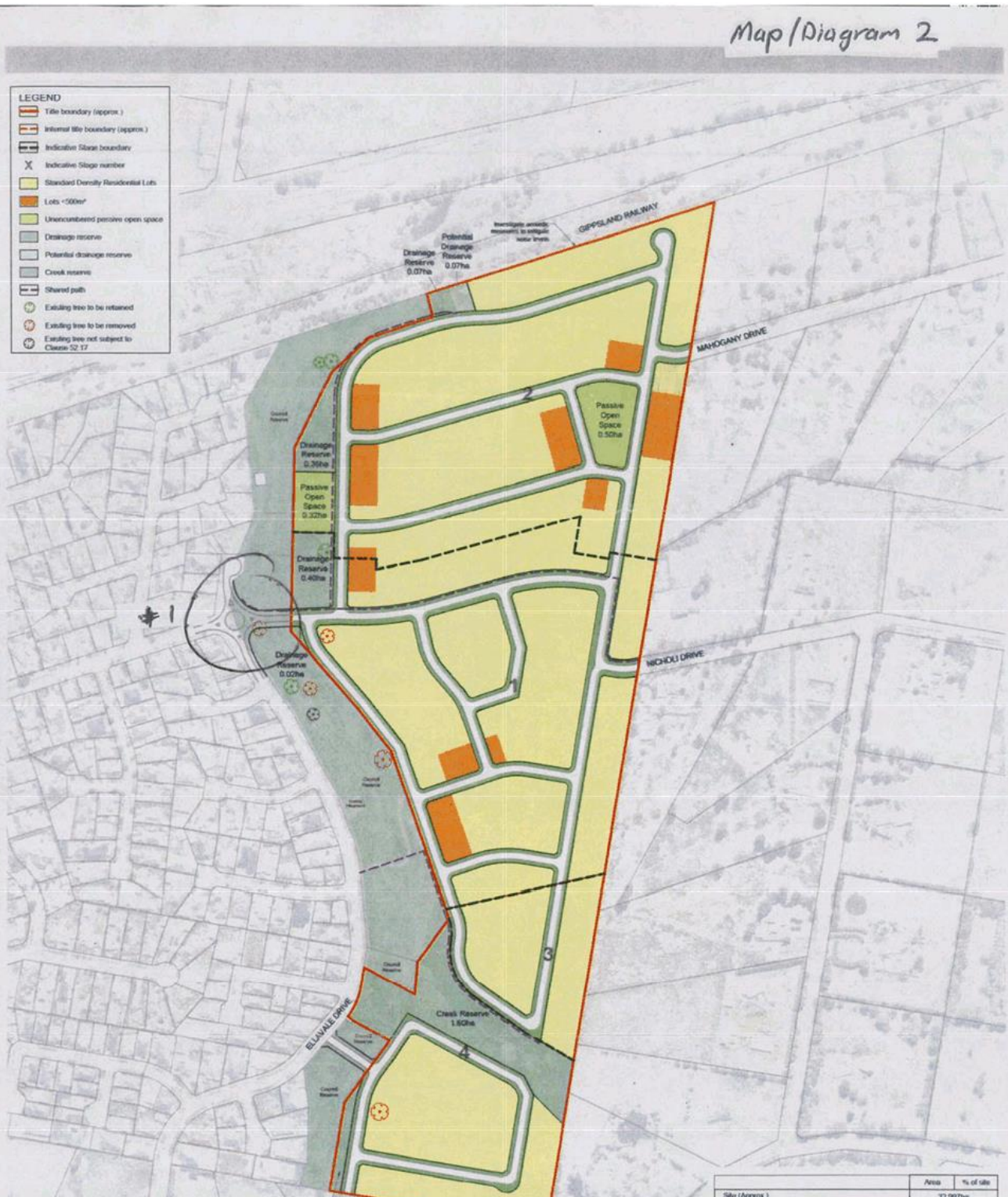




Map/Diagram 2

LEGEND

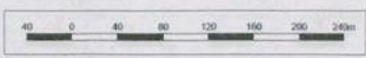
- Title boundary (approx.)
- Internal title boundary (approx.)
- Indicative Slope boundary
- Indicative Slope number
- Standard Density Residential Lots
- Lots < 500m²
- Unencumbered passive open space
- Drainage reserve
- Potential drainage reserve
- Creek reserve
- Shared path
- Existing tree to be retained
- Existing tree to be removed
- Existing tree not subject to Class 52.17



- Notes:**
- This plan is subject to Council approval.
 - All dimensions and areas are subject to survey and final computations.
 - The drainage reserves shown have been provisionally sized for the treatment and diversion of stormwater to Council requirements. The layout and area required will be subject to engineering detail design and Council approval.
 - Existing trees located within construction areas will be filled during construction.
 - Further investigation may be required for fire buffers, vegetation retention and removal, site access and egress, and heritage and cultural heritage.
 - All roads are 10m local access level unless noted otherwise.
 - Allowance has been made for Public Open Spaces within this development.
 - A/C dimensions shown are length of air (not chord).
 - WOCMA has agreed that they will allow for the deletion of the end of the northern most designated waterway provided that a significant improvement in waterway health is achieved within the remaining waterway reserves.

Site (Approx)	Area	% of site
* Residential Lots (204 Lots)	32.997ha	
* Non-Arterial Roads	21.981ha	
	7.520ha	
Drainage Reserve	0.857ha	2.60%
Potential Drainage Reserve	0.072ha	0.22%
Unencumbered Passive Open Space	0.825ha	2.50%
Creek Reserve	1.733ha	5.25%
Net Developable Area	29.510ha	
Lot Yield	324 lots @ 11 lots per ha	Average lot size 671m²

* Indicates inclusion in NDA



Development Plan
 Ellavale Drive, Traralgon East
 Englobio Properties Pty Ltd

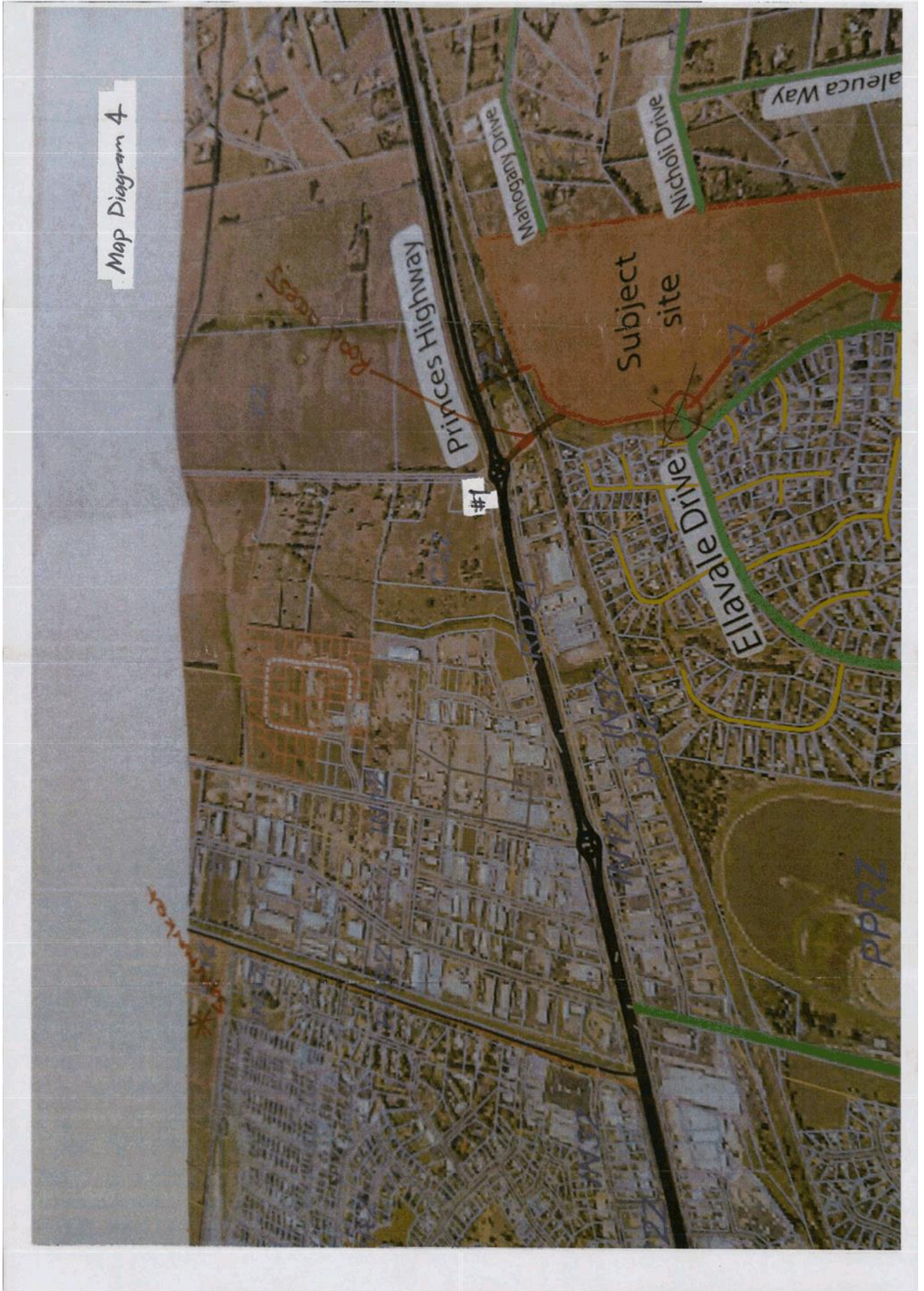
BW **Bevendge Williams**
 Development & Environmental Consultants
 Melbourne ph: 03 9224 8888
 www.bevendge-williams.com.au

Version	Date	Description	Drawn	Approved
01	10/11/11	Issue & site reserve indicated	JK	EW
02	20/11/11	Issue & site reserve, separate water	CK	EW
04	20/11/11	Plan updated	CK	AW
05	20/11/11	Plan updated	CK	AW
06A	10/12/11	Plan updated	YS	AW
06B	10/12/11	Plan updated	YS	AW

Issue: 20/11/11
 Version No:
05A
 Job No. 15000022
 Scale (A1): 1:2000
 (A3): 1:4000

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Coordinator Urban Growth

Latrobe City

PO Box 264

Morwell VIC 3840

SUBMISSION # 37

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Date Received: 22-Jan-2019

DOC:19/104999

Latrobe City Council

Re: SUBMISSION – ELLAVALLE EAST DEVELOPMENT PLAN (EEDP)

Dear Danielle,

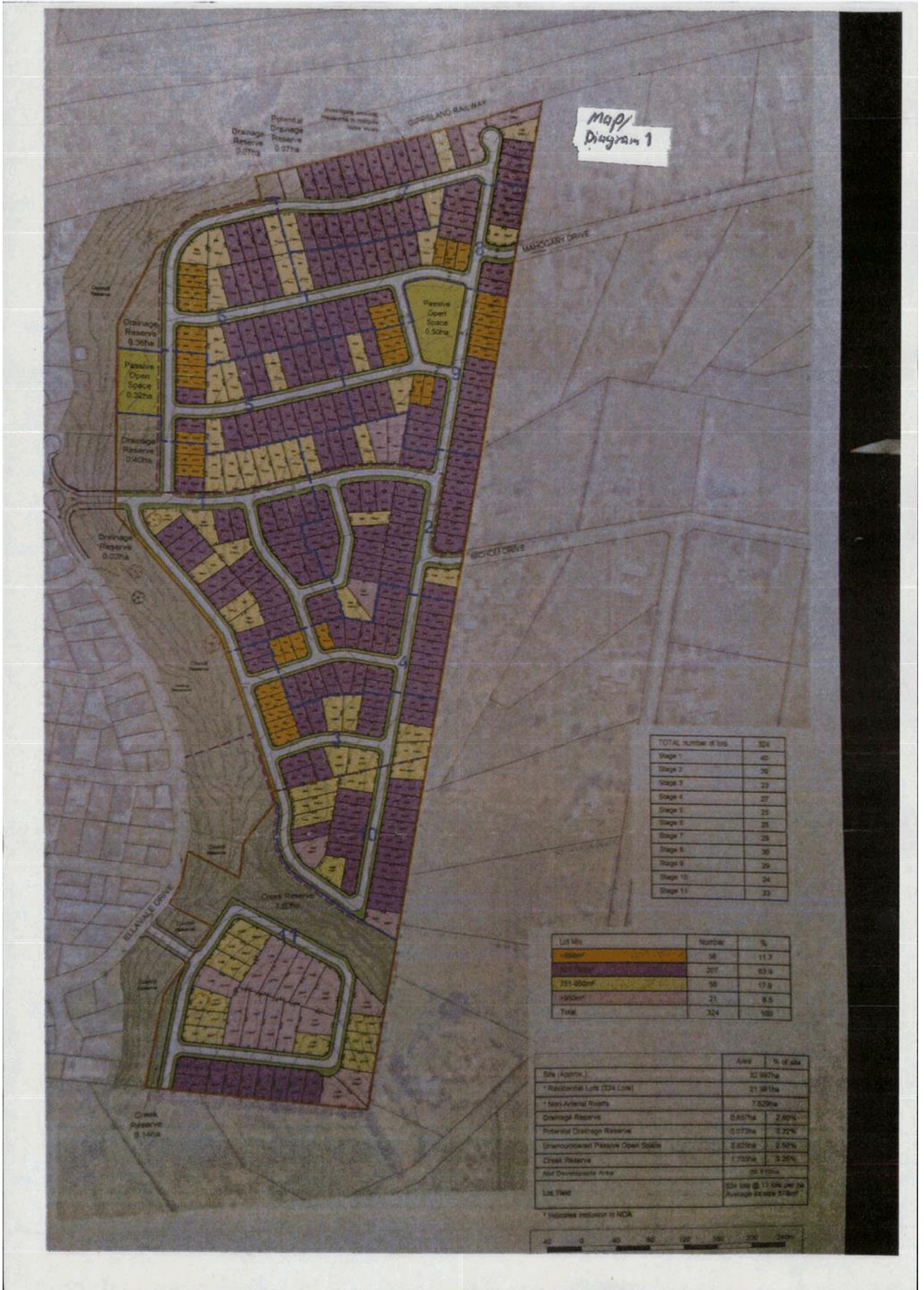
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warranted. It would address the problems of high traffic flows via Ellavale Drive as previously indicated. There would be easier access for new residents to nearby proposed supermarket and Traralgon East petrol stations and shops along the Princes Highway and the town in general.

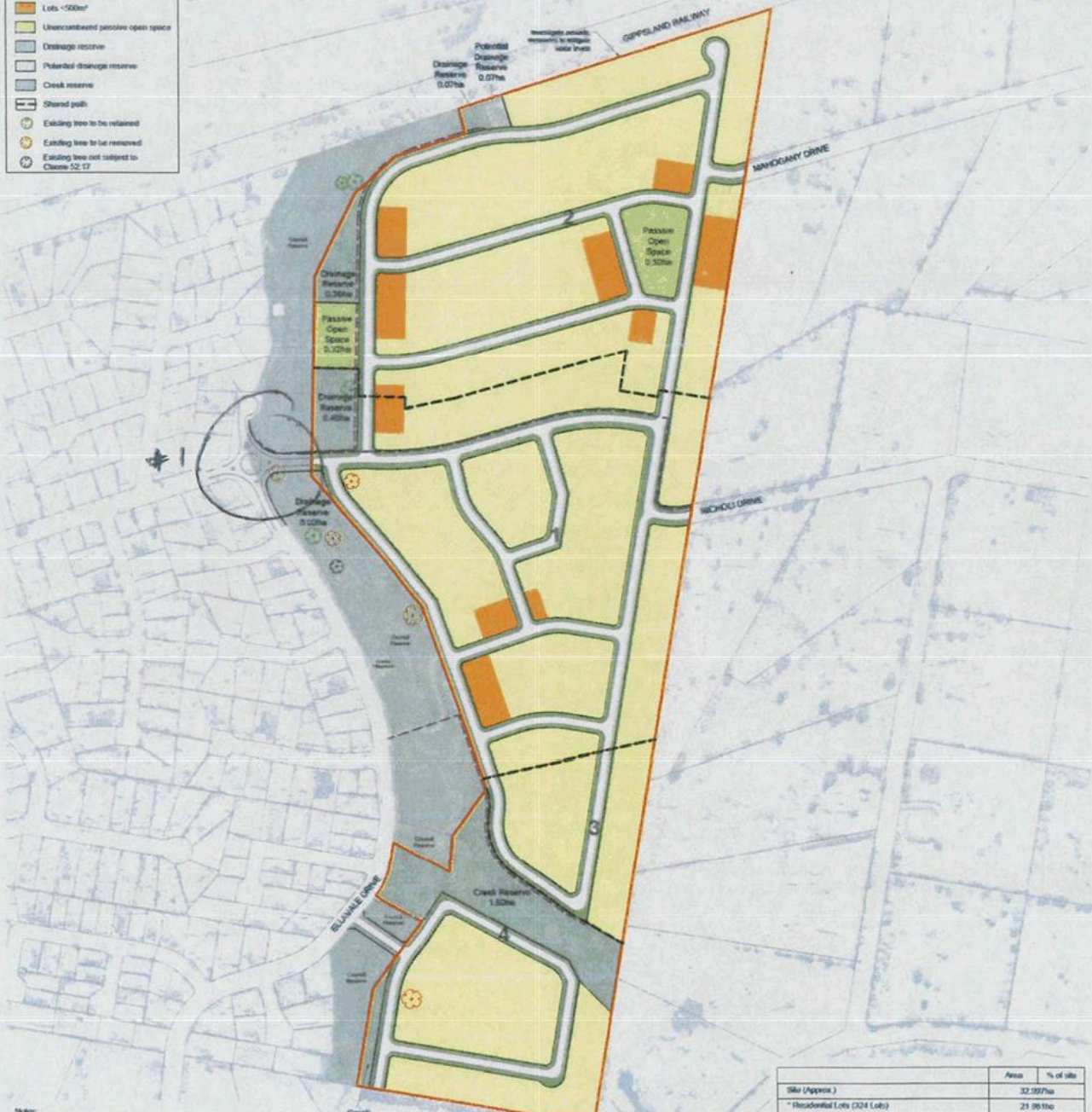
Regards





Map/Diagram 2

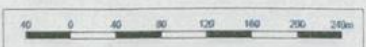
- LEGEND**
- Title boundary (approx.)
 - Internal site boundary (approx.)
 - Indicative Stage boundary
 - Indicative Stage number
 - Standard Density Residential Lots
 - Lots < 500m²
 - Unencumbered passive open space
 - Drainage reserve
 - Potential drainage reserve
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 - Existing tree to be retained
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- Notes:**
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 - All dimensions and areas are subject to survey and final computations.
 - The drainage reserves shown have been preliminarily sized for the treatment and detention of stormwater in Council requirements. The layout and areas required will be subject to engineering detail design and Council approval.
 - Existing trees located within consideration areas will be filled during construction.
 - Further investigation may be required for tree buffers, vegetation retention and removal, site access and egress, and Aboriginal and cultural heritage.
 - All roads are 15m local access level 1 unless noted otherwise.
 - Allowance has been made for Public Open Space within this development.
 - Arc dimensions shown are length of arc (not chord).
 - WCCMA has agreed that they will allow for the detention of the end of the northern most designated waterway provided that a significant improvement in waterway health is achieved within the remaining waterway reserves.

	Area	% of site
Site (Approx.)	32.99ha	
* Residential Lots (204 Lots)	21.98ha	
* Non-arterial Roads	7.52ha	
Drainage Reserve	0.85ha	2.6%
Potential Drainage Reserve	0.07ha	0.22%
Unencumbered Passive Open Space	0.52ha	1.58%
Creek Reserve	1.73ha	5.25%
Net Developable Area	29.51ha	
Lot Yield	204 lots @ 11 lots per ha	Average lot size 170m ²

* Indicates inclusion in NDA



Development Plan
Ellavale Drive, Traralgon East
Englobo Properties Pty Ltd

Melbourne ph: 03 9624 8898
www.beveridgewilliams.com.au

02 0001 Draft & site plan prepared 02 0116

03 0001 Draft & site plan prepared, signed & sealed 02 0116

04 0001 Plan completed 02 0116

05 0001 Plan issued 02 0116

06 0001 Plan issued 02 0116

07 0001 Plan issued 02 0116

08 0001 Plan issued 02 0116

09 0001 Plan issued 02 0116

10 0001 Plan issued 02 0116

11 0001 Plan issued 02 0116

12 0001 Plan issued 02 0116

13 0001 Plan issued 02 0116

14 0001 Plan issued 02 0116

15 0001 Plan issued 02 0116

16 0001 Plan issued 02 0116

17 0001 Plan issued 02 0116

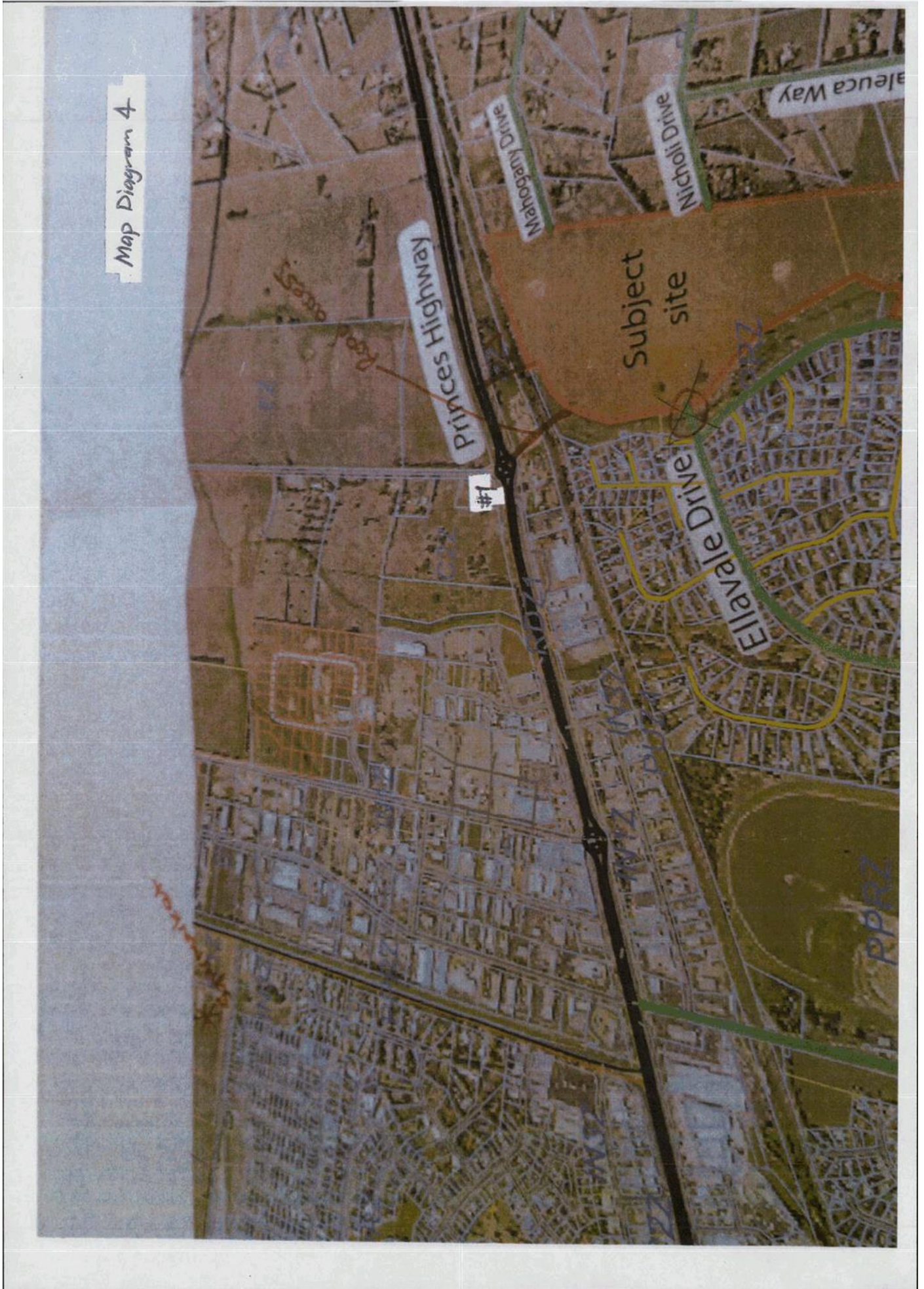
18 0001 Plan issued 02 0116

19 0001 Plan issued 02 0116

20 0001 Plan issued 02 0116

Date: 25.10.18
Version No: 05A
Job No: 19006022
Scale: (A1) 1:2000
(A2) 1:4000





SUBMISSION # 38

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Subject: FW: FW: *Ellavale East Development Plan feedback Submitted

From:

Sent: Tuesday, 29 January 2019 10:02 AM

To:

Subject: Re: FW: *Ellavale East Development Plan feedback Submitted

Thanks for the followup

Full statement below:

Additional consideration is required on increased traffic to McNairn road. Currently McNairn road is busy and unsafe for all road users. This road sees higher traffic especially heavy vehicles than Liddiard Road which has service streets either side. Since the installation of the traffic lights on McNairn Road at Princess Hwy intersection, traffic has increased considerably especially large trucks. The McNairn Rd/Princess Hwy intersection was far too difficult/dangerous for heavy vehicles to enter the highway from McNairn Road. Since the installation of the traffic lights at this location, heavy vehicles now take McNairn road to bypass the town and traffic lights. This is unsustainable and methods should be implemented to force heavy vehicle traffic to stay on the highway or a more suitable local road being Liddiard Road. Local traffic is expected and acceptable but in this instance it will only add to the issues already experienced on McNairn Road. Town growth is expected and should not be prevented for this location, therefore the best way to combat the additional issues caused by the increased traffic on McNairn Road is to reduce the heavy vehicles on this road. McNairn Road will need to be removed from the permitted routes shown on Vic Roads website as well as implementing other means that will deter heavy vehicles. I would then class the local traffic as a minimal impact on the area. I also see a significant speeding issue on McNairn Road which should be dealt with by at a minimum lowering the speed limit to a residential street (50km/hr).

Thanks again,

Cheers,

SUBMISSION # 39

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From:**Sent:** Friday, 25 January 2019 1:51 PM**To:****Subject:** latrobe - Ellevale Development Plan

Hi Danielle, read through the drainage report and it appears that the drainage will be retained in the settlement ponds. It was a little unclear regarding the area closest to the coal buffer and the eventual continuation of the subdivisions. It could be that I didn't see it?

Our only comment is to ensure drainage is managed and controlled so that we do not have issues in the future regarding the By Pass.

Call me if you wish to discuss.



Part of Transport for Victoria

DISCLAIMER

The following conditions apply to this communication and any attachments: VicRoads reserves all of its copyright; the information is intended for the addressees only and may be confidential and/or privileged - it must not be passed on by any other recipients; any expressed opinions are those of the sender and not necessarily VicRoads; VicRoads accepts no liability for any consequences arising from the recipient's use of this means of communication and/or the information contained in and/or attached to this communication. If this communication has been received in error, please contact the person who sent this communication and delete all copies.

Ms Danielle Simpson
Coordinator Urban Growth
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Date 24 January 2019
Contact:
Telephone:
Our Ref:
Your Ref:
File Ref: SY-003-LAT-PSA

Dear Ms Simpson

DRAFT ELLEVALE EAST DEVELOPMENT PLAN

Address:

Lot 1 PS329021, 50 Glendale Road, Traralgon, Lot 2 PS329021, 110 Marshalls Road, Traralgon and Lot B PS729261 (proposed Lot C PS329021), Traralgon-Maffra Road, Traralgon

I refer to your letter of 27 November 2018 regarding the Draft Ellavale East Development Plan to VicRoads to provide initial comments regarding the plan.

VicRoads has reviewed the information supplied and has no objections to the proposed development plan however raises the following comment.

As you would be aware, this landholding is in close proximity to the existing coal buffer and the proposed Traralgon Bypass. Through the experiences of the events occurring at the Morwell open cut mine in recent years, and the issues caused by drainage, our main concerns are around the drainage outlets for the development. Please keep this in mind as the project progresses.

Should you require any further information please contact _____ of this office on telephone _____ who would be pleased to assist.

Yours sincerely

STATUTORY PLANNING OFFICER

Agenda Item: 14.2

Agenda Item: Morwell Pound Outdoor Exercise Yards project update

Sponsor: General Manager, City Development

Council Plan Objective: Improve the amenity and accessibility of Council services.

Status: For Decision

MOTION

Moved: Cr O'Callaghan

Seconded: Cr Gibson

That Council refers to the annual surplus bid budget process the request to allocate \$130,000 from the 2018/2019 end of financial year operational surplus to complete the works for the Morwell Pound Outdoor Exercise Yard project.

CARRIED UNANIMOUSLY

Executive Summary:

At the Ordinary Council Meeting held on 5 November 2018, Council resolved, in part, to:

2. Allocate \$50,000 from the 2018/2019 mid-year budget process for the construction of four outdoor exercise yards to improve the enrichment of the impounded animals at its' current location

The Major Projects team have since spent \$10,500 of these funds to have concept designs produced and from these drawings, a quote has been returned for \$170,000 for the construction of a communal cat cage and three enclosed outdoor exercise areas for impounded dogs. (*Attachment 1 & 2*). With the remaining funds of \$39,500 and additional funds of \$130,000, the project could be completed.

There are three options available for consideration:

1. Council refer the request to allocate \$130,000 to the project from the 2018/2019 end of year organisational operational surplus to complete all four areas during the overall budget consideration process; or
2. Split the project into two parts and complete minor works with the remaining allocated funds and seek additional funds next year to complete the project;

or

3. Not undertake the project.

Background:

In preparation for the November 2018 resolution, an indicative figure of \$50,000 was provided by officers from the Major Projects team as an estimate required to undertake some extension works at the Morwell Pound to provide access to the outdoors. Since that time, a quote has been returned for \$170,000 for the construction of a communal cat cage and three enclosed outdoor exercise areas for impounded dogs.

The following additional information is provided as further background.

A review of the pound facility and processes was undertaken at the request of Council during 2018. During this review, a number of potential improvements were identified by officers that could make positive difference to the animals in the pound. The lack of external or enclosed exercise facilities has been identified by the Animal Management team as one of the areas that needs attention, especially the lack of a communal cat cage.

Officers have also explored options to partner with other agencies to house impounded dogs and cats. The cost of outsourcing this service based on a recent expression of interest process is \$825,000 per year.

An upgrade to the current pound facility in the order of \$170,000 would provide an improved environment for the dogs and cats in our care and ensure that Council is doing what it can to provide an adequate environment for the animals while in its' care.

Data indicates that 16% of the community in the municipality have one or more registered pets, with 12,422 animals registered at June 2018.

Council operate a pound facility within the Morwell Depot works area on Driffield Road. This facility provides 34 dog pens, 50 cat pens, a quarantine room, a small administration office and chemical storage/laundry area. This facility meets current demand and complies with the Code of Practice for the Management of Dogs and Cats in Shelters and Pounds.

The current facility meets these minimum obligations. It provides accommodation for the impounded animals for the statutory eight-day timeframe required under the CoP and there is space to quarantine animals for a further eight days while they are awaiting adoption.

The cost to Council to maintain the current animal management service and facility is \$756,687.00 (2017/2018 figures). This cost is balanced by income of \$694,596.00 (2017/2018 figures). Therefore the nett cost to Council to maintain the animal management service and facility was \$62,091.00 for the 2017/2018 financial year:

- costs of \$756,687.00 include staff salaries, cleaning, staff management costs, consumables, animal welfare and veterinary care costs and general maintenance costs; and
- income of \$694,596.00 includes registrations, sales, fees and fines.

Issues:

The proposed works improves the environment for dogs and cats at the pound which has been a key theme from community feedback.

Strategy Implications

The provision of this service is linked to objective 4 in the Council Plan - Improve the amenity and accessibility of Council services

Communication

No additional consultation has been undertaken to prepare this briefing.

Financial Implications

The options listed for consideration have not been accounted for in the 2018/2019 budget surplus allocation process. If adopt the recommendation, \$130,000 would be sourced from the unallocated surplus Council funds if available or future budget allocations.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
Failure to undertake this project may result in community dissatisfaction with current levels of service	3 - possible	Ensure that services meet statutory requirements and are constantly reviewed for improvement opportunities
Increasing cost of service delivery in rate capping environment	4 - likely	Investigate and fully cost options to ensure that all increases in cost to Council are known prior to commencement of any further works

Legal and Compliance

Under the *Domestic Animal Act 1994*, Council is compelled to provide a scheme to protect the community and the environment from feral and nuisance dogs and cats by:

- Administering a registration and identification scheme for dogs and cats which recognises and promotes responsible ownership;
- The identification and control of dangerous dogs, menacing dogs and restricted breed dogs;
- A registration scheme for domestic animal businesses which promotes the maintenance of standards of those businesses, the regulation of matters relating to the breeding and sale of dogs and cats;
- The registration of foster carers for certain purposes, matters related to the boarding of dogs and cats, the regulation of the permanent identification of dogs, cats, horses and other animals; and
- Payments to the Treasurer from fees received by Councils under this Act; and other related matters.

Council is also required to adhere to the *Code of Practice for the Management of Dogs and Cats in Shelters and Pounds* in the management of animals in their care.

Council currently meet these obligations.

Community Implications

Some members of the community are very passionate about the condition of the current pound facility and lack of enrichment opportunities available to animals for the duration of their stay in the pound. There has also been active commentary on Councils' social media that the responsibility for caring for pets remains with owners and if more pet owners practiced responsible pet ownership, far less pets would be processed through the facility.

Failing to respond to these issues may harm Councils reputation within the community.

Environmental Implications

This report does not address any potential new environmental issues.

Consultation

No additional community consultation has been undertaken to prepare this report.

Other

Nil

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Supporting Documents:

Nil

Attachments

- 1 [↓](#). Morwell Pound Concept Plan Drawings
- 2 [↓](#). Morwell Pound Draft Cost Plan

14.2

Morwell Pound Outdoor Exercise Yards project update

- | | | |
|----------|--|------------|
| 1 | Morwell Pound Concept Plan Drawings | 214 |
| 2 | Morwell Pound Draft Cost Plan | 221 |

Transmittal



project name
PROPOSED (DOG & CAT SHELTER EXTENSION)
Client
LATROBE CITY COUNCIL
Address
**MORWELL ANIMAL SHELTER
DRIFTFEILD RD MORWELL VIC 380**

document status
**REV A
WORKING DRAWINGS**

**Unit 3, 6-16 Rocla Road
PO Box 9390, Traralgon Vic 3844**
Phone: (03) 5176 1117
Fax: (03) 5176 1107
**677 Victoria Street
Abbotsford Vic 3067**
**PO Box 3190, Burnley
North Vic 3121**
Phone: (03) 9429 2329
Email: info@jjcdesign.com.au

project number date printed
2903 9/04/2019

date of issue

Drawing No:	Description	Issue / Revision	28/03/2019	09/04/2019										
			1	2	3	4	5	6	7	8	9	10		
A00	COVER													
A01	SITE PLAN													
A02	DEMOLITION PLAN													
A03	GROUND FLOOR PLAN													
A04	ELEVATIONS													
A05	SECTION A													
WD	Transmittal		PRELIM	REVISION A										

Recipient	Number of Copies / Type
Client	LATROBE CITY COUNCIL 1E
Builder	
Council	
Service Eng	
Struct Eng	
Surveyor	

issue codes
D DWG/DFX
E PDF
P Paper

PROPOSED DOG & CAT SHELTER EXTENSION FOR LATROBE CITY COUNCIL MORWELL ANIMAL SHELTER DRIFTFEILD RD MORWELL VIC 380

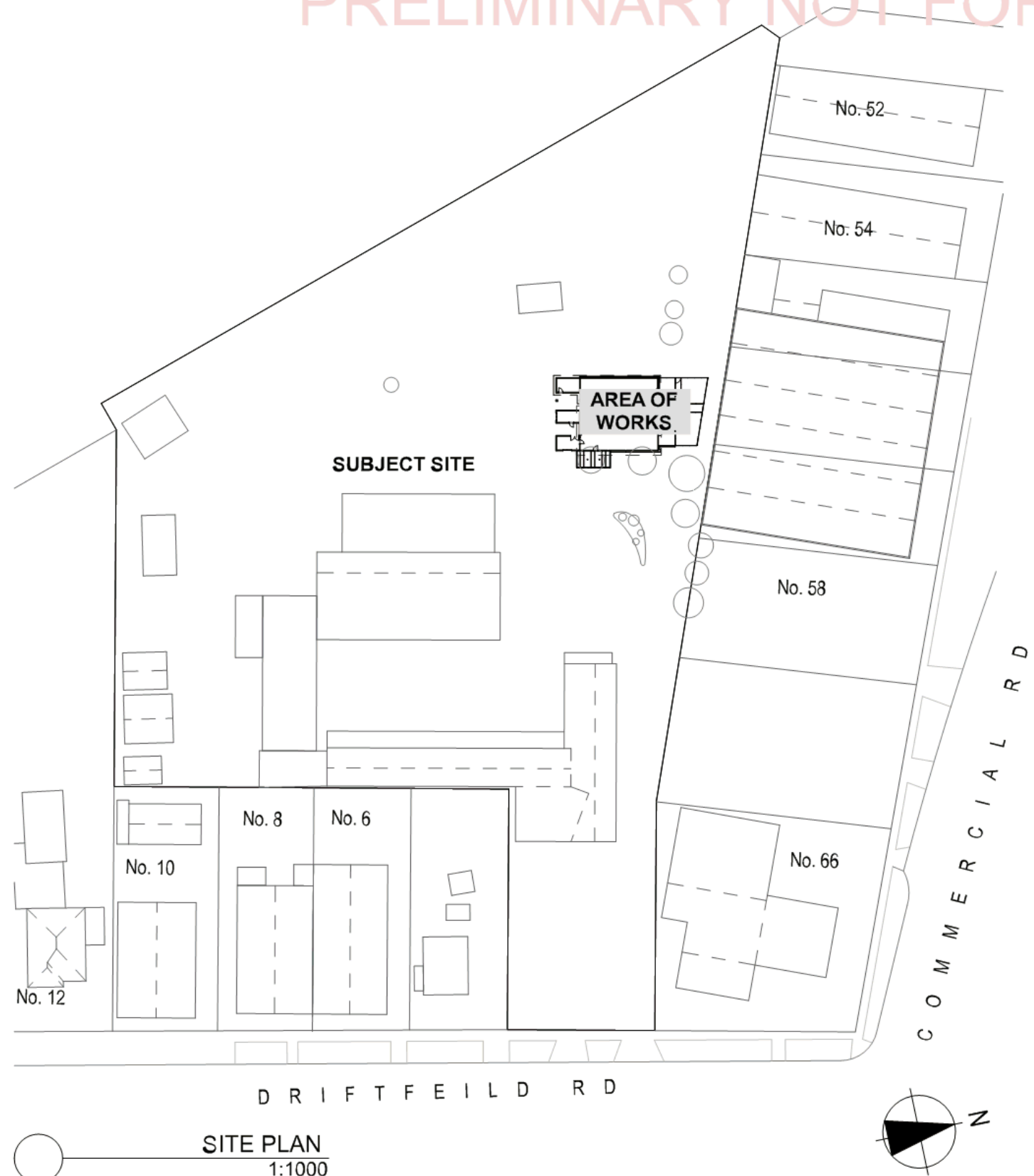
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A00	COVER													
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A04	ELEVATIONS													
A05	SECTION A													
WD	Transmittal													



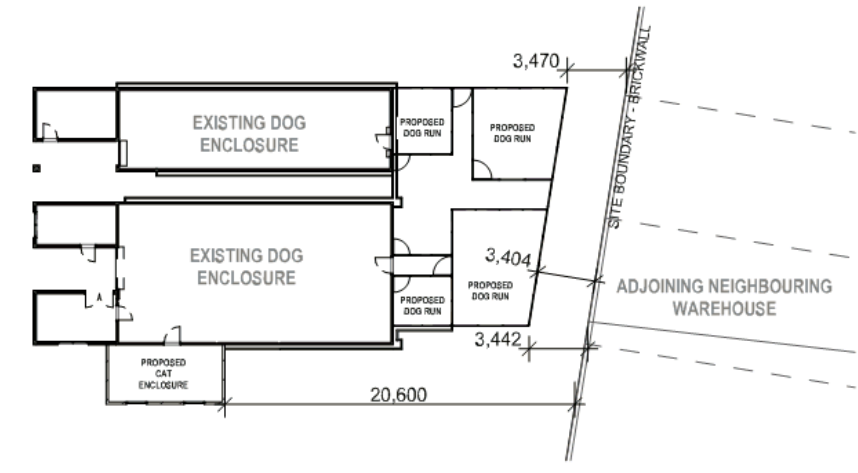
Unit 3, 6-16 Rocla Road
PO Box 9390
Traralgon Vic 3844
Phone: (03) 5176 1117
Fax: (03) 5176 1107
677 Victoria Street
Abbotsford Vic 3067
Phone: (03) 9429 2329
Email: info@jjcdesign.com.au

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Project No. 2903

PRELIMINARY NOT FOR CONSTRUCTION



SITE AERIAL



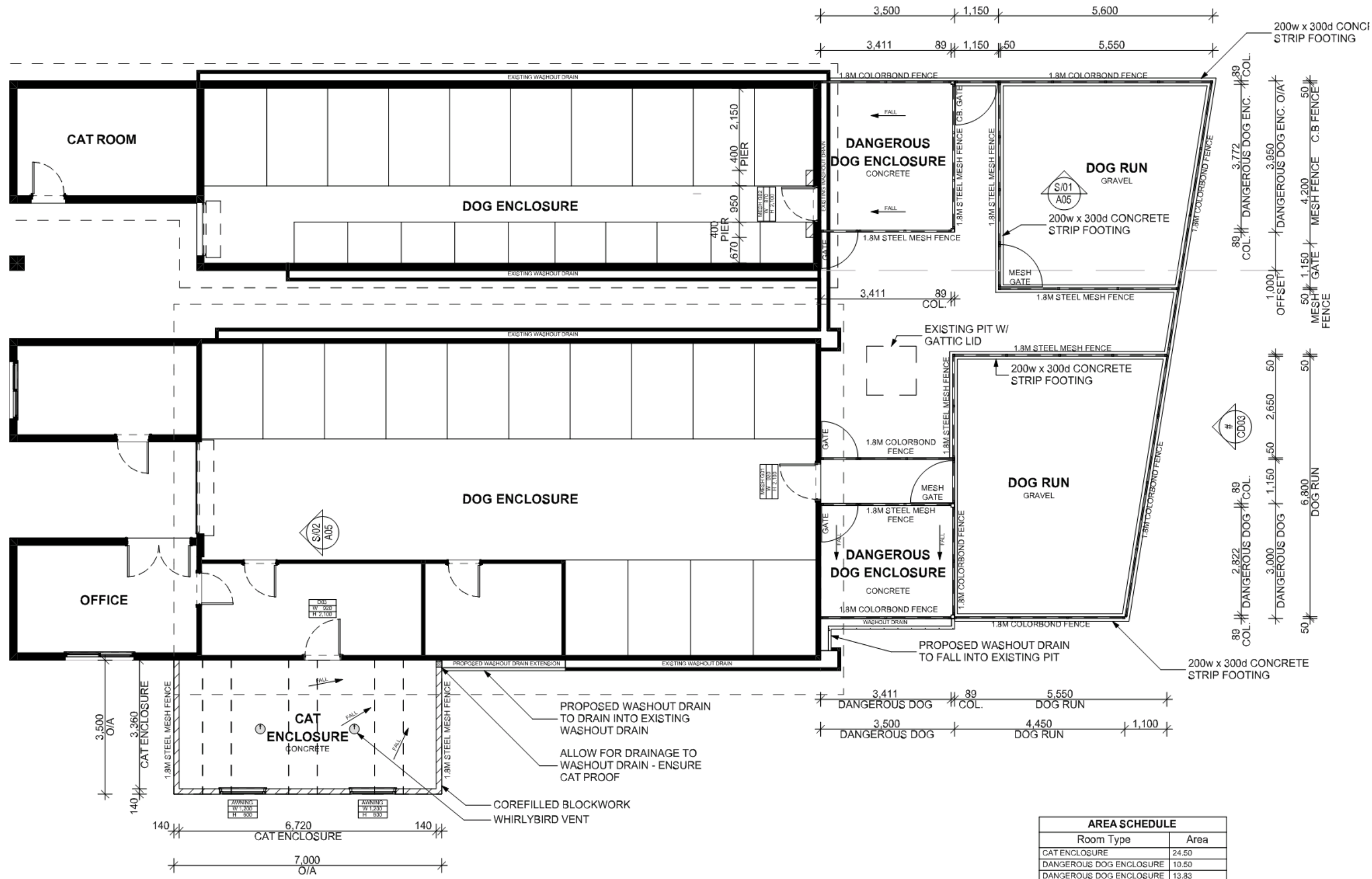
SITE CONTEXT 1:400

SITE PLAN 1:1000

IMPORTANT NOTE:
 ALL EASEMENTS & BOUNDARY DETAILS TO BE CONFIRMED WITH COPY OF TITLE PRIOR TO COMMENCING CONSTRUCTION. IT IS THE OWNERS / AND OR BUILDERS RESPONSIBILITY TO CONFIRM THAT FENCE LINES, TITLE PEGS & EXISTING BUILDINGS, STRUCTURES AND FEATURES ARE ACURATELY LOCATED.
TITLE DIMENSIONS SHOWN HERE HAVE NOT BEEN VERIFIED BY SURVEY. A RE-ESTABLISHMENT SURVEY SHOULD BE UNDERTAKEN TO DEFINE RELATIONSHIP BETWEEN FENCES & ACTUAL TITLE POSITION.

JJC DESIGN Unit 2, 6-16 Rocla Road PO Box 8200 Traralgon Vic 3844 Phone: (03) 5176 1117 Fax: (03) 5176 1137 677 Victoria Street Abbotsford Vic 3067 Phone: (03) 9429 2329 Email: info@jjcdesign.com.au J Cooper Building Practitioner REG No. 09-AC02923	bdcv Building Designers Association Victoria © Copyright JJC Design & Associates Pty	Client LATROBE CITY COUNCIL	Drawing Title WORKING DRAWINGS SITE PLAN
		Project Name PROPOSED DOG & CAT SHELTER EXTENSION	Scale: As noted @ A3 Drawn by: R MARCHETTI
		Project Address MORWELL ANIMAL SHELTER DRIFTFIELD RD, MORWELL VIC 380	Status: REV A Checked By: JJC
		General Notes The Builder shall check all dimensions and levels on site prior to construction. Notify any errors, discrepancies or omissions to the Designer. Drawings shall not be used for construction purposes until issued for construction. Do not scale drawings. All boundaries and contours subject to survey.	Project No: 2903 Drawing No.: A01 SHEET SIZE - A3 Plot Date: 9/04/2019

PRELIMINARY NOT FOR CONSTRUCTION



GROUND FLOOR PLAN
1:100

AREA SCHEDULE	
Room Type	Area
CAT ENCLOSURE	24.50
DANGEROUS DOG ENCLOSURE	10.50
DANGEROUS DOG ENCLOSURE	13.83
EXISTING DOG ENCLOSURE	13.20
EXISTING DOG ENCLOSURE	96.33
EXISTING DOG ENCLOSURE	152.61
TOTAL	310.97 m²

Rev	Ch	Change Name	Date

JJC DESIGN

Unit 2, 6-16 Rocla Road
PO Box 3300
Traralgon Vic 3844
Phone: (03) 5176 1117
Fax: (03) 5176 1107
877 Victoria Street
Abbotsford Vic 3067
Phone: (03) 9429 2320
Email: info@jjc-design.com.au

JJC Design
Building Practitioner
REG No. DP-A02228 © Copyright JJC Design & Associates P/L

General Notes
The Builder shall check all dimensions and levels on site prior to construction.
Notify any errors, discrepancies or omissions to the Designer.
Drawings shall not be used for construction purposes until issued for construction.
Do not scale drawings.
All boundaries and contours subject to survey.

Client: **LATROBE CITY COUNCIL**
Project Name: **PROPOSED DOG & CAT SHELTER EXTENSION**
Project Address: **MORWELL ANIMAL SHELTER, DRIFTFIELD RD, MORWELL VIC 380**

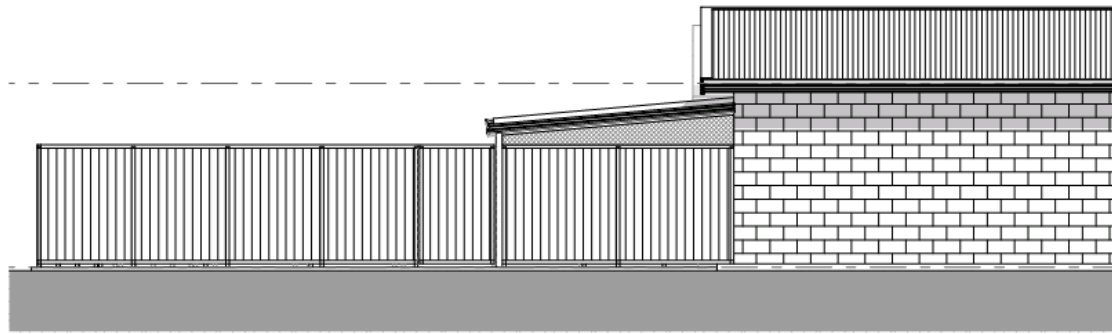
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Scale: As noted @ A3 Drawn by: R MARCHETTI
Status: REV A Checked By: J.C.

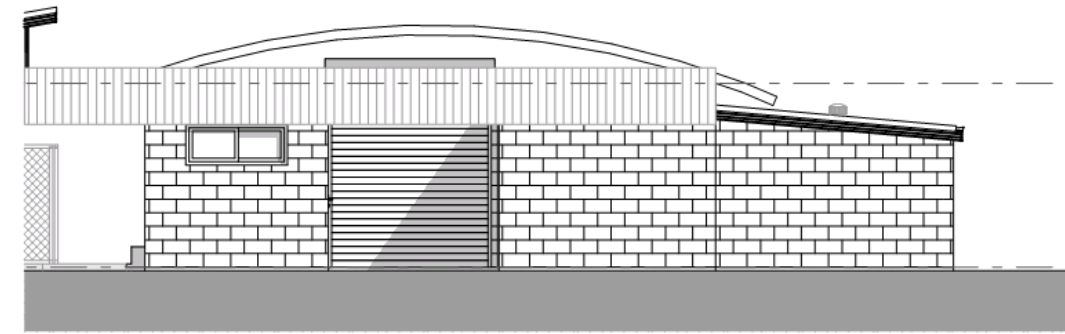
Project No.: **2903** Drawing No.: **A03** Rev

SHEET SIZE - A3 Plot Date: 3/04/2019

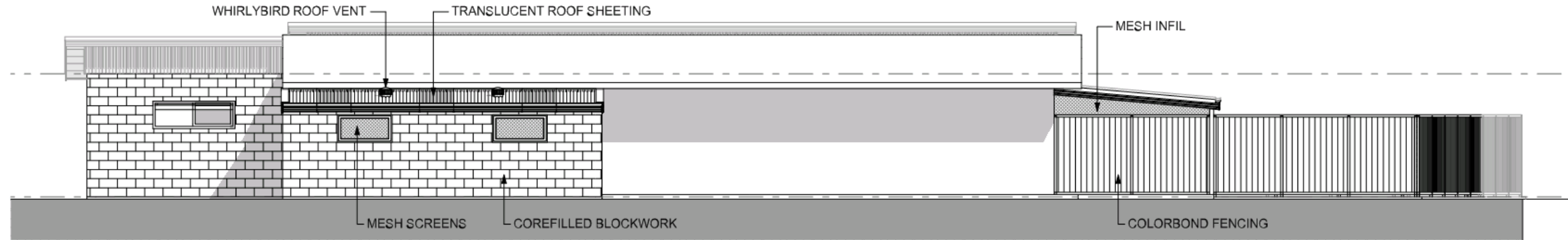
PRELIMINARY NOT FOR CONSTRUCTION



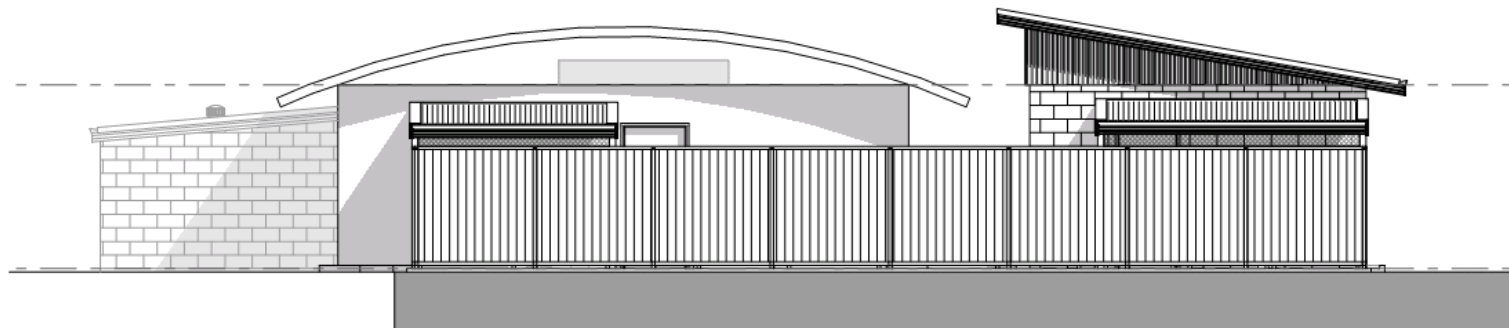
WEST ELEVATION
1:100



SOUTH ELEVATION
1:100



EAST ELEVATION
1:100



NORTH ELEVATION
1:100

Rev	Ch	Change Name	Date

JJC DESIGN
ARCHITECTURE & INTERIOR DESIGN

Unit 2, 6-16 Rocla Road
PO Box 3300
Traralgon Vic 3844
Phone: (03) 5176 1117
Fax: (03) 5176 1107
677 Victoria Street
Abbotsford Vic 3067
Phone: (03) 9429 2320
Email: info@jjcdesign.com.au

General Notes
The Builder shall check all dimensions and levels on site prior to construction.
Notify any errors, discrepancies or omissions to the Designer.
Drawings shall not be used for construction purposes until issued for construction.
Do not scale drawings.
All boundaries and contours subject to survey.

Client
LATROBE CITY COUNCIL
Project Name
**PROPOSED
DOG & CAT SHELTER EXTENSION**
Project Address
MORWELL ANIMAL SHELTER
DRIFTFIELD RD, MORWELL VIC 380

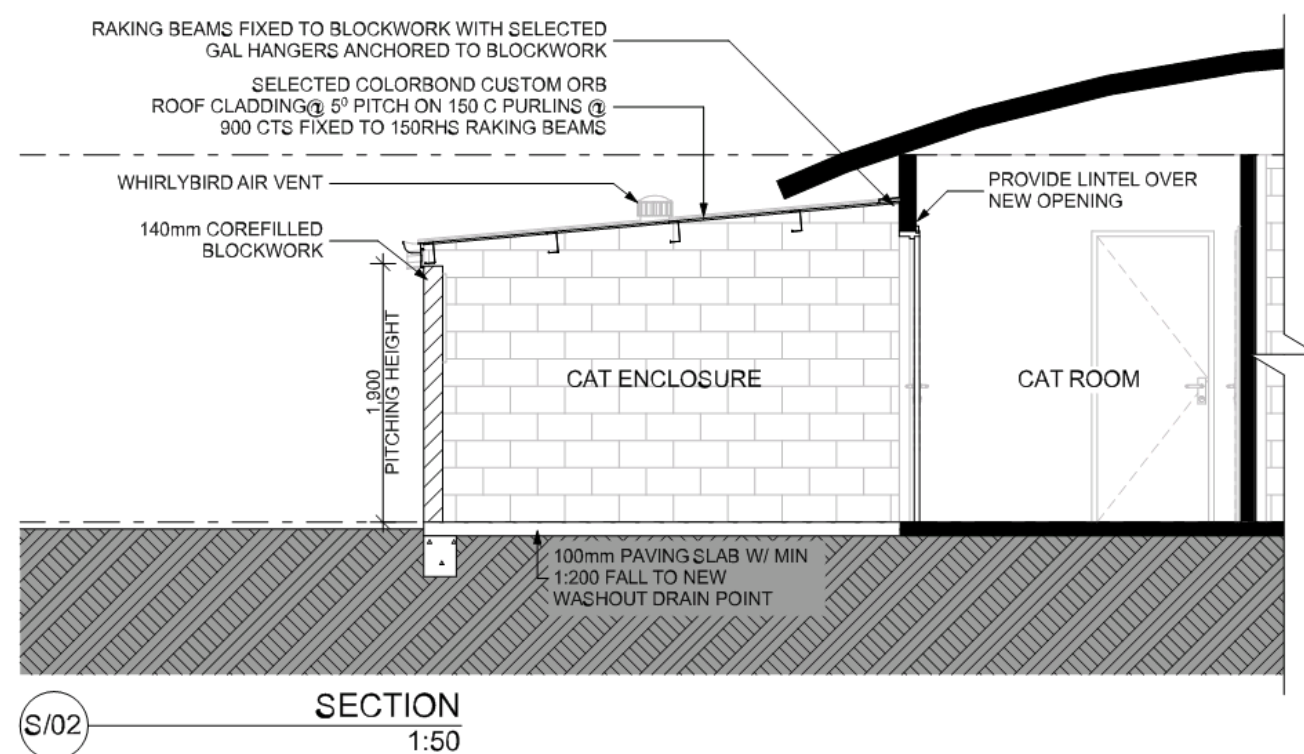
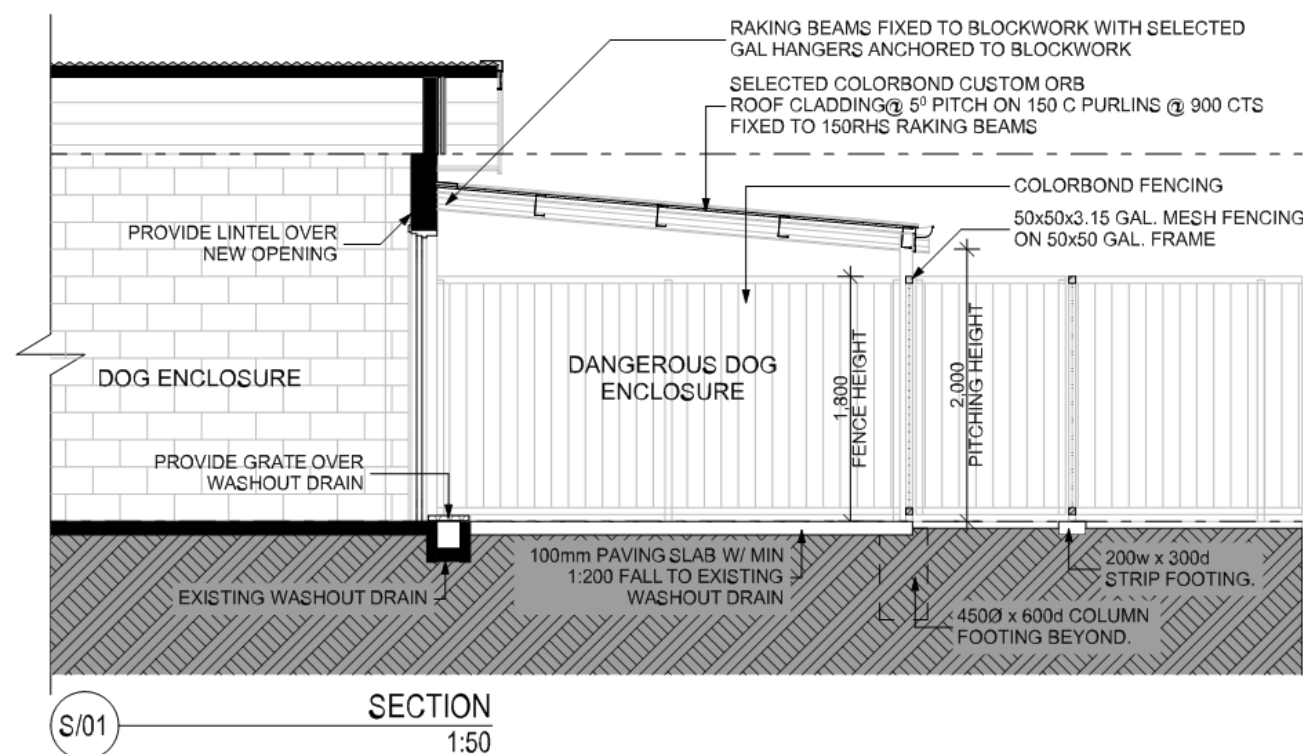
Drawing Title
**WORKING DRAWINGS
ELEVATIONS**

Scale: As noted @ A3 Drawn by: R MARCHETTI
Status: REV A Checked By: JJC

Project No.: **2903** Drawing No.: **A04** Rev

SHEET SIZE - A3 Plot Date: 3/04/2019

PRELIMINARY NOT FOR CONSTRUCTION



JJC DESIGN Unit 2, 6-16 Rocla Road PO Box 8200 Traralgon Vic 3844 Phone: (03) 5176 1117 Fax: (03) 5176 1137 677 Victoria Street Abbotsford Vic 3067 Phone: (03) 9429 2129 Email: info@jocdesign.com.au J Cooper Building Practitioner REG No. 09-AC0228		Client: LATROBE CITY COUNCIL Project Name: PROPOSED DOG & CAT SHELTER EXTENSION Project Address: MORWELL ANIMAL SHELTER, DRIFTFIELD RD, MORWELL VIC 3800 General Notes: The Builder shall check all dimensions and levels on site prior to construction. Notify any errors, discrepancies or omissions to the Designer. Drawings shall not be used for construction purposes until issued for construction. Do not scale drawings. All boundaries and contours subject to survey.	Drawing Title: WORKING DRAWINGS SECTION A Scale: As noted @ A3 Status: REV A Project No: 2903 SHEET SIZE - A3	Drawn by: R MARCHETTI Checked By: J.C Drawing No.: A05 Rev: Plot Date: 0/04/2019
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MC Consulting Quantity Surveyors Pty Ltd
ACN 162 250 599
ABN 25 162 250 599

tel: 03 5968 5769
mob: 0428 091 608
web: www.mcconsulting.net.au

Ref: 2364 Draft Cost Plan

17 April 2019

JJC Design
Unit 3, 6-16 Rocla Road
Traralgon VIC 3844

Via email: james@jjcdesign.com.au

Attention: James Couper

Dear James

**Morwell Animal Shelter - Proposed Dog and Cat Shelter Extension
Draft Cost Plan for Review**

As requested, we have prepared the draft Cost Plan for the above project based on the documentation provided.

The draft Cost Plan total is \$170,000 plus GST which is broken up as follows:

Building Works	\$120,000
External Works	\$ 5,000
Demolition Works	\$ 5,000
Design Contingency	\$ 10,000
Construction Contingency	\$ 10,000
Consultant Fees	\$ 20,000
TOTAL (Excl. GST)	\$170,000

Please refer to the attached draft Cost Plan summary for further information and the scope of works included.

All costs are reported exclusive of GST.

We note that this draft Cost Plan has been prepared exclusively for use by the Client, and that no other parties are authorised to use any part of this cost plan whatsoever.



The draft Cost Plan includes a Design Contingency of 5% and a Contract Contingency of 5%.

The following formed the basis for the cost plan:

- Design Documentation received 12 April 2019

Please note the draft Cost Plan specifically excludes any allowances for the following:

- ESD Initiatives
- Hazardous Materials Removal
- Services Connections
- Works Outside the Site Boundary
- Abnormal Ground Conditions / Site Contamination / Remediation
- Cost Escalation beyond April 2019
- Authorities & Headworks Charges
- Land, Finance, Legal, Permits costs, etc.
- Audio Visual / IT Equipment and Infrastructure
- Furniture, Fittings and Equipment
- Artwork
- Goods and Services Tax

We trust the above and the enclosed meets with your requirements. However, should you require any clarifications or further information, please do not hesitate to contact us.

Yours faithfully,
MC Consulting

A handwritten signature in blue ink, appearing to read 'A. McAllister', with a horizontal line underneath.

Andrew McAllister
Director

Draft Cost Plan for Review**17 April 2019****Morwell Animal Shelter - Proposed Dog and Cat Shelter Extension**

Ref.	Functional Area		Total (\$)
1	Building Works	Allowance	120,000
2	External Works	Allowance	5,000
3	ESD Initiatives	Note	Excluded
4	Total Building Cost (at April 2019)		125,000
5	Allowance for Demolition	Allowance	5,000
6	Allowance for Hazardous Materials Removal	Note	Excluded
7	Allowance for Services Connections	Note	Excluded
8	Allowance for Works Outside Site Boundary, etc.	Note	Excluded
9	Allowance for Abnormal Ground Conditions/site decontamination/remediation	Note	Excluded
10	Total Building & External Works Cost (at April 2019)		130,000
11	Design Contingency	5.00%	10,000
12	Contract Contingency	5.00%	10,000
13	Cost Escalation	Note	Excluded
14	Total Construction Cost (at April 2019)		150,000
15	Consultants Fees	10.00%	20,000
16	Authority & Headwork's Charges	Note	Excluded
17	Land, Finance, Legal, Permit Costs, etc.	Note	Excluded
18	Audio Visual / IT Equipment and Infrastructure	Note	Excluded
19	Furniture, Fittings and Equipment	Note	Excluded
20	Artwork	Note	Excluded
21	Goods & Services Tax	Note	Excluded
22	Total End Cost (at April 2019)		170,000

Draft Summary

Project: Morwell Animal Shelter		Details: Draft Cost Plan				
Building: Proposed Dog and Cat Shelter Extension						
Code	Description	% BC	Quantity	Unit	Rate	Total
PR	PRELIMINARIES	15.39				20,000
DE	DEMOLITION	3.85				5,000
SB	SUBSTRUCTURE	19.33				25,120
CL	COLUMNS	1.54				2,000
UF	UPPER FLOORS	0.00				0
SC	STAIRCASES	0.00				0
RF	ROOF	12.40				16,120
EW	EXTERNAL WALLS	29.08				37,800
WW	WINDOWS	1.24				1,600
ED	EXTERNAL DOORS	0.00				0
NW	INTERNAL WALLS	0.00				0
NS	INTERNAL SCREENS	0.00				0
ND	INTERNAL DOORS	0.00				0
WF	WALL FINISHES	0.93				1,200
FF	FLOOR FINISHES	1.67				2,160
CF	CEILING FINISHES	0.00				0
FT	FITMENTS	2.31				3,000
SF	SANITARY FIXTURES	0.00				0
HY	HYDRAULIC SERVICES AND DRAINAGE	3.85				5,000
ME	MECHANICAL SERVICES	0.00				0
EL	ELECTRICAL SERVICES	3.85				5,000
BWIC	BWIC	0.77				1,000
EW	EXTERNAL WORKS	3.85				5,000
		100.00				130,000

Draft Breakdown

Project: Morwell Animal Shelter		Details: Draft Cost Plan			
Building: Proposed Dog and Cat Shelter Extension					
Code	Description	Quantity	Unit	Rate	Total
	<u>PRELIMINARIES</u>				
	Builders Preliminaries, Overheads and Profit	1	Item	20,000.00	20,000
	<u>DEMOLITION</u>				
	Allowance for Demolition	1	Item	5,000.00	5,000
	Hazardous Materials Removal		Note		Excluded
	<u>SUBSTRUCTURE</u>				
	Allowance for site preparation and groundworks	1	Item	5,000.00	5,000
	Pad footings	4	No.	200.00	800
	Strip footings	48	Lin.m	200.00	9,600
	Concrete floor slabs, including compacted filling, membranes, etc.	54	m2	180.00	9,720
	Contaminated Materials Removal		Note		Excluded
	Excavation in rock		Note		Excluded
	<u>COLUMNS</u>				
	Steel columns	4	No.	500.00	2,000
	<u>UPPER FLOORS</u>				
	Not Applicable		Note		
	<u>STAIRCASES</u>				
	Not Applicable		Note		
	<u>ROOF</u>				
	<u>New Roofing</u>				
	Roof framing	54	m2	150.00	8,100
	Colorbond roof coverings, including rainwater goods, etc.	54	m2	130.00	7,020
	Roof vents	2	No.	500.00	1,000
	<u>Existing Roofing</u>				
	Note: Work to existing roofing Excluded		Note		
	<u>EXTERNAL WALLS</u>				
	<u>External Walls</u>				
	External core filled blockwork walls	30	m2	300.00	9,000
	<u>Fencing</u>				
	1.8m high Colorbond fencing including framing, etc.	49	Lin.m	400.00	19,600
	Extra over for single swing Colorbond gates	1	No.	400.00	400
	1.8m high Steel mesh fencing, including framing, etc.	21	Lin.m	250.00	5,250
	Extra over for single swing mesh gates	7	No.	400.00	2,800
	High level mesh infill	3	m2	250.00	750
	<u>WINDOWS</u>				
	Mesh screens	2	No.	800.00	1,600
	<u>EXTERNAL DOORS</u>				
	Not Applicable		Note		
	<u>INTERNAL WALLS</u>				
	Not Applicable		Note		

Draft Breakdown

Project: Morwell Animal Shelter	Details: Draft Cost Plan
Building: Proposed Dog and Cat Shelter Extension	

Code	Description	Quantity	Unit	Rate	Total
	<u>INTERNAL SCREENS</u>				
	Not Applicable		Note		
	<u>INTERNAL DOORS</u>				
	Not Applicable		Note		
	<u>WALL FINISHES</u>				
	Wall Finishes				
	(Assume) Paint finish to blockwork walls	60	m2	20.00	1,200
	<u>FLOOR FINISHES</u>				
	Floor Finishes				
	(Assume) Concrete floor sealer	54	m2	40.00	2,160
	<u>CEILING FINISHES</u>				
	Not Applicable		Note		
	<u>FITMENTS</u>				
	Signage				
	Signage	1	Item	2,000.00	2,000
	<u>Sundry Fitments</u>				
	Allow for sundry fitments	1	Item	1,000.00	1,000
	<u>SANITARY FIXTURES</u>				
	Not Applicable		Note		
	<u>HYDRAULIC SERVICES AND DRAINAGE</u>				
	Hydraulic Services and Drainage Installation	1	Item	5,000.00	5,000
	<u>MECHANICAL SERVICES</u>				
	Not Applicable		Note		
	<u>ELECTRICAL SERVICES</u>				
	Allowance for Electrical Services	1	Item	5,000.00	5,000
	<u>BWIC</u>				
	Buildersworks in Connection with Services	1	Item	1,000.00	1,000
	<u>EXTERNAL WORKS</u>				
	Sundry				
	Allowance for sundry External Works	1	Item	5,000.00	5,000

130,000

Agenda Item: 14.3

Agenda Item: Traralgon Courthouse Commercial Activation

Sponsor: General Manager, City Development

Council Plan Objective: Improve the liveability and connectedness of Latrobe City.

Status: For Decision

MOTION

Moved: Cr Clancey

Seconded: Cr Howe

That Council:

1. Endorse proceeding with:

- Upgrade the toilets and decking only leaving the rest of the space untouched (Option 1A), and
- Allow the *Friends of the Courthouse* group to take over the commercial activation (as well as the community activation) based on their original proposal for a pocket park and kiosk (Option 1B); referring the matter to the 18/19 end of year budget surplus for \$100,000;

2. Enter into a revised lease with *Friends of the Courthouse Inc.* to activate the commercial space at the Traralgon Courthouse which takes into consideration impacts from Council's decision in Part 1 and that is in alignment with Council's policies, procedures and best interests;

3. Include as a condition on the revised lease with *Friends of the Courthouse Inc.* that three places for Council representatives be made available on the *Friends of the Courthouse Inc.* Committee;

4. Appoint Cr Clancey and Cr Howe as Council's representatives and Cr O'Callaghan and Cr Harriman as proxies (for Cr Clancey and Cr Howe) on the *Friends of the Courthouse Inc.* Committee along with the Manager Arts and Events;

5. Redirect the previously endorsed \$20,000 payment intended to attract a suitable commercial tenant into a utility upgrade at the building.

CARRIED UNANIMOUSLY

Executive Summary:

- At the 27 May 2019 Councillor Briefing an update on the Traralgon Courthouse commercial activation expression of interest (EOI) process was provided to Councillors.
- To summarise, the EOI process yielded no suitable proposals; however in February 2018 a trio of local café and restaurant operators contacted officers to indicate an interest in creating a hospitality outlet in the available commercial space. Officers had been working with that group to develop a clear proposal.
- Following further investigation however it is considered that the commercial activation option represents an unfavourable return on investment for Council. This is because quotes for completion of the construction work proposed by the interested commercial parties have come in at \$600,000 to \$800,000. This includes required upgrades to utilities (gas lines, electrical cabling and water), and separate metering to accommodate two tenants.
- As part of their initial expression of interest, the *Friends of the Courthouse* group sought access to both the heritage and non-heritage portions of the building and provided an indicative sketch of their plans for the additional spaces and the external courtyard (Attachment One).
- Other potential activation options will provide a low return realised by leasing the commercial part of the building versus the cost of upgrades.
- As such, it is recommended that the most viable option from an activation and financial perspective would be to upgrade the toilets and allow the *Friends of the Courthouse* group to proceed with their proposal, subject to a revised lease specifying the types of activities that could be conducted from the venue.
- Allowing *Friends of the Courthouse* to proceed with commercial activation of the building allows for:
 - development of a pocket park in the 'backyard';
 - consolidation of the two non-heritage rooms into one space;
 - installation of a kiosk window facing out onto Franklin Street; and
 - fitting of a small kitchenette in the room to assist with providing kiosk services.
- At the Ordinary Council Meeting on 11 September 2017, Council resolved to (extract) “refer expenditure of up to \$20,000 as an incentive payment towards fit out to attract a suitable commercial tenant for the building to the 2016/2017 end of financial year budget process.” It is recommended this approved expenditure be utilised to provide a utility upgrade for the Traralgon Courthouse (electrical upgrade, water and gas to the commercial area).

- Additionally, Council would require a position on the *Friends of the Courthouse* Committee of Management to ensure Council's interests are maintained.

Background:

Council's aim in installing a commercial tenant in the non-heritage portion of the Traralgon Courthouse was to raise revenue to offset costs of ongoing building maintenance. As the Committee of Management, Council is responsible to the building owner (Department of Environment, Land, Water and Planning), to maintain the Traralgon Courthouse.

Many attempts have been made over recent years to locate a suitable commercial tenant, with the main criteria being that any leaseholders would have to be in keeping with the historical intent of the building.

To this point, Council have not considered any of the expressions of interest to be suited to the building, nor financially viable when considering a return on investment.

In their original expression of interest, *Friends of the Courthouse* applied to occupy both the heritage and non-heritage areas of the building. Their plan for the commercial side of the project was to install a kiosk-style service in the two front rooms, and a pocket park/community space in the rear courtyard.

Option	Pros	Cons	Cost	Budget Source
<p>1A Upgrade the toilets and decking only and leave the rest of the space untouched.</p> <p>An upgrade of the toilets is a requirement for continued activation of the heritage portion of the courthouse.</p>	<p>This is the most cost effective option.</p>	<ul style="list-style-type: none"> • Heritage Victoria approval is still required (and costly) because any work completed on the toilets and accessible decking would be adjacent to the heritage building. • Does not commercially activate the courthouse to generate revenue. 	<p>\$250,000 (escalation fee) + \$50,000 (architect fees)</p> <p>TOTAL = \$300,000 (approx.)</p>	<p>This option requires an additional budget of \$100,000 which will be referred to a future budget process.</p>

<p>1B Allow the <i>Friends of the Courthouse</i> group to take over the commercial activation (as well as the community activation) based on their original proposal for a pocket park and kiosk.</p> <p><i>Friends of the Courthouse</i> would fundraise to undertake Stage 2 of their proposal which is to create a courtyard and kiosk in the non-heritage (commercial) part of the building.</p>	<ul style="list-style-type: none"> • Simplified leasing arrangements. • Cost-effective proposal. 	<ul style="list-style-type: none"> • Requirement for utility upgrade still required (power and water to the commercial area). • Reduced capacity to generate income. • Activities would be restricted if the toilets are not upgraded (option 1A). 	<p>\$20,000 (approx. cost of utility upgrades Additional quotes would be required)</p>	<p>This option requires an additional budget of \$20,000 which can be sourced by redirecting the payment intended to attract a suitable commercial tenant.</p>
<p>2 Undertake construction work proposed by the interested commercial parties but modify the scope of these works.</p>	<p>A reduction in scope would be cheaper to construct.</p> <p>Pay a Heritage Architect to simplify the proposed scope</p>	<ul style="list-style-type: none"> • Permit and planning fees to Heritage Victoria remain and are not likely to reduce by much. • The risk of not realising many cost savings. • There are no funds in the budget to complete a reduced scope. • There is no guarantee the proposed commercial tenants will maintain their interest with a new concept design. • This option represents an unfavourable return on investment for Council. 	<p>\$400,000 (expected cost of constructing a pared down scope) + \$50,000 (architect fees) TOTAL = \$450,000 (approx.)</p>	<p>This would require an additional budget of \$250,000 which could be referred to a future budget process.</p>
<p>3. Offer the space to a developer:</p> <ul style="list-style-type: none"> • Developer to take care of minor maintenance. • Council responsible for essential services and any major structural faults. 	<ul style="list-style-type: none"> • Responsibility for heritage permits, plans etc. is transferred to the developer. • Responsibility for minor maintenance is transferred. 	<ul style="list-style-type: none"> • Potentially limited capacity to attract a developer in a regional area. • Potential for DELWP (as owner) to deny this option. • This option would be outside Council's 	<p>Approximate cost = dependent on the arrangement between a developer and Council.</p>	<p>Budget sourcing for this option is not likely to be required.</p>

<ul style="list-style-type: none"> • Council provide a clear brief of scope requirements. • The developer collects the rent and apportions some to Council (via agreement) to pay for maintenance on the heritage portion of the building. 	<ul style="list-style-type: none"> • Council is able to take a 'hands-off' approach to the building. 	<p>usual governance and leasing arrangements.</p> <ul style="list-style-type: none"> • Given projected returns and requested financial outlay, it is unlikely a developer would be interested. 		
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Issues:

Strategy Implications

This report meets the following objectives of the Latrobe City Council Plan 2017-2021:

- Improve the liveability and connectedness of Latrobe City;
- Improve the amenity and accessibility of Council services;
- Provide a connected, engaged and safe community environment, which is improving the wellbeing of all Latrobe City citizens;
- Grow the civic pride of our municipality and solidify Latrobe City's image as a key regional city.

Communication

Communication with stakeholders has been ongoing throughout the decision-making process.

Financial Implications

If Council supports proceeding with Options 1A and 1B, an application will be made to the 18/19 budget surplus to provide additional funding for the toilet upgrade to include escalation and heritage architect fees.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
Inadequate income from charging the community rate to pay for minimum maintenance on the building	4 (Likely)	<ul style="list-style-type: none"> • Review of leasing terms • Internal review of maintenance budget • Continue applying for relevant funding grants to provide maintenance

		income.
<i>Friends of the Courthouse</i> are no longer interested in commercial activation of the building	1 (Rare)	Review the project status and make further decisions

Legal and Compliance

While the toilet upgrade and the non-heritage portion of the building don't require a heritage permit for works, both projects are adjacent to a heritage building. As such, permission will have to be sought for the toilet works to proceed. Officers are working on ensuring any works are compliant with all relevant permits in place and all regulatory procedures followed.

Community Implications

A positive implication of this process is increased activation of the spaces within and outside the Traralgon Courthouse for community use.

Environmental Implications

There are no identified environmental implications in relation to this report.

Consultation

Consultation has occurred regularly with the relevant stakeholders.

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Supporting Documents:

Nil

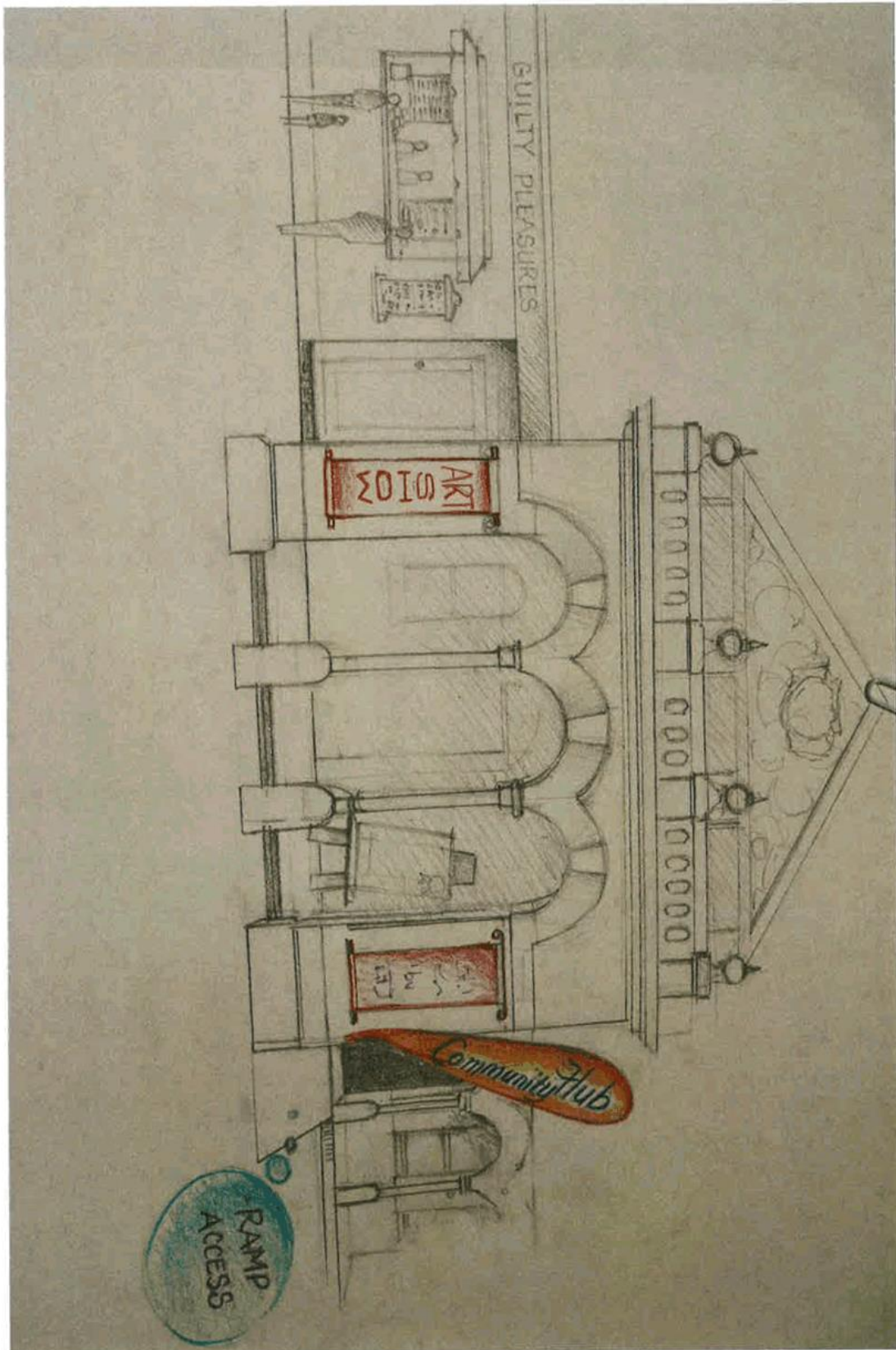
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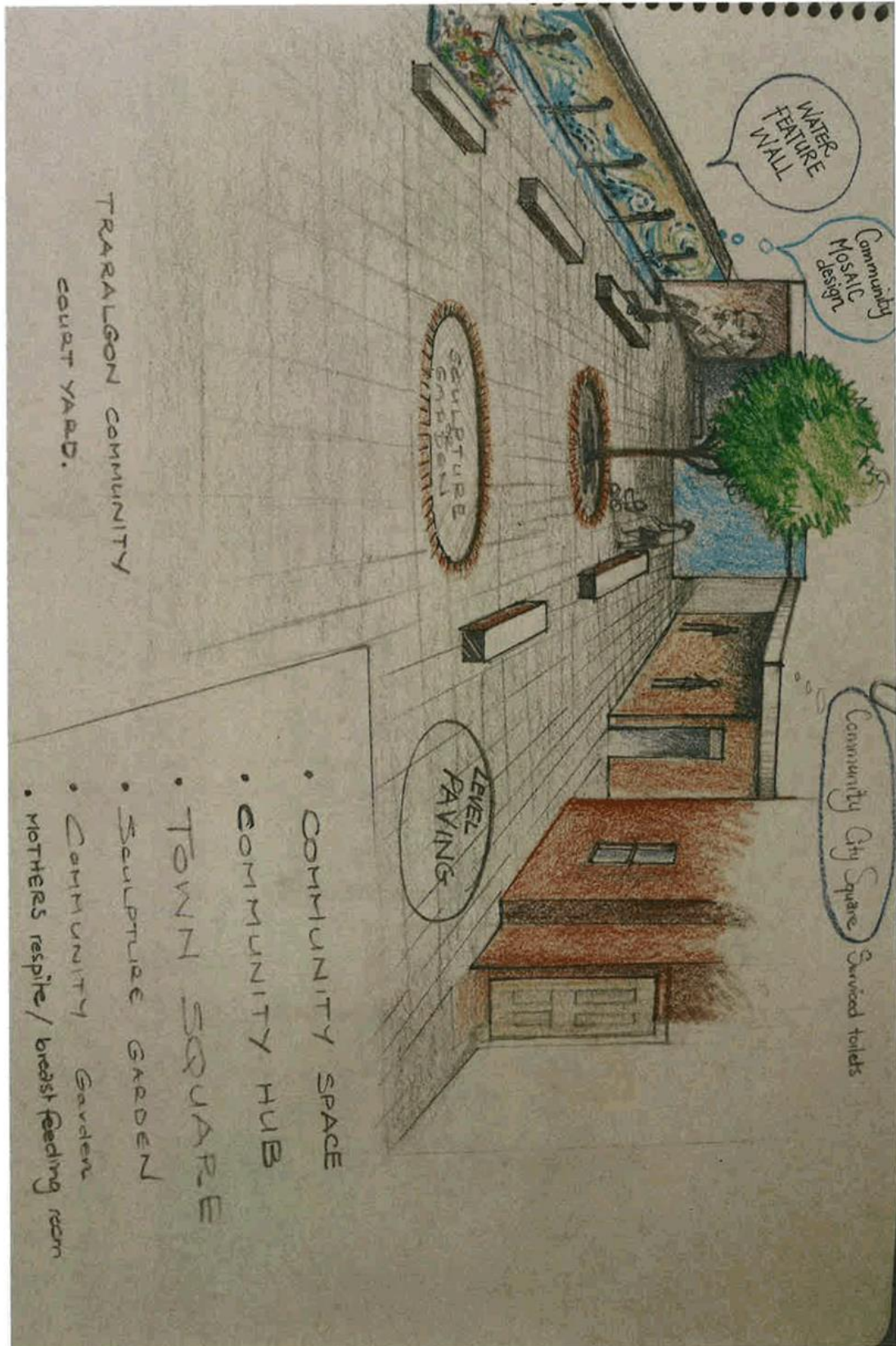
1 [↓](#). Friends of the Courthouse Inc Submission for Activation (images)

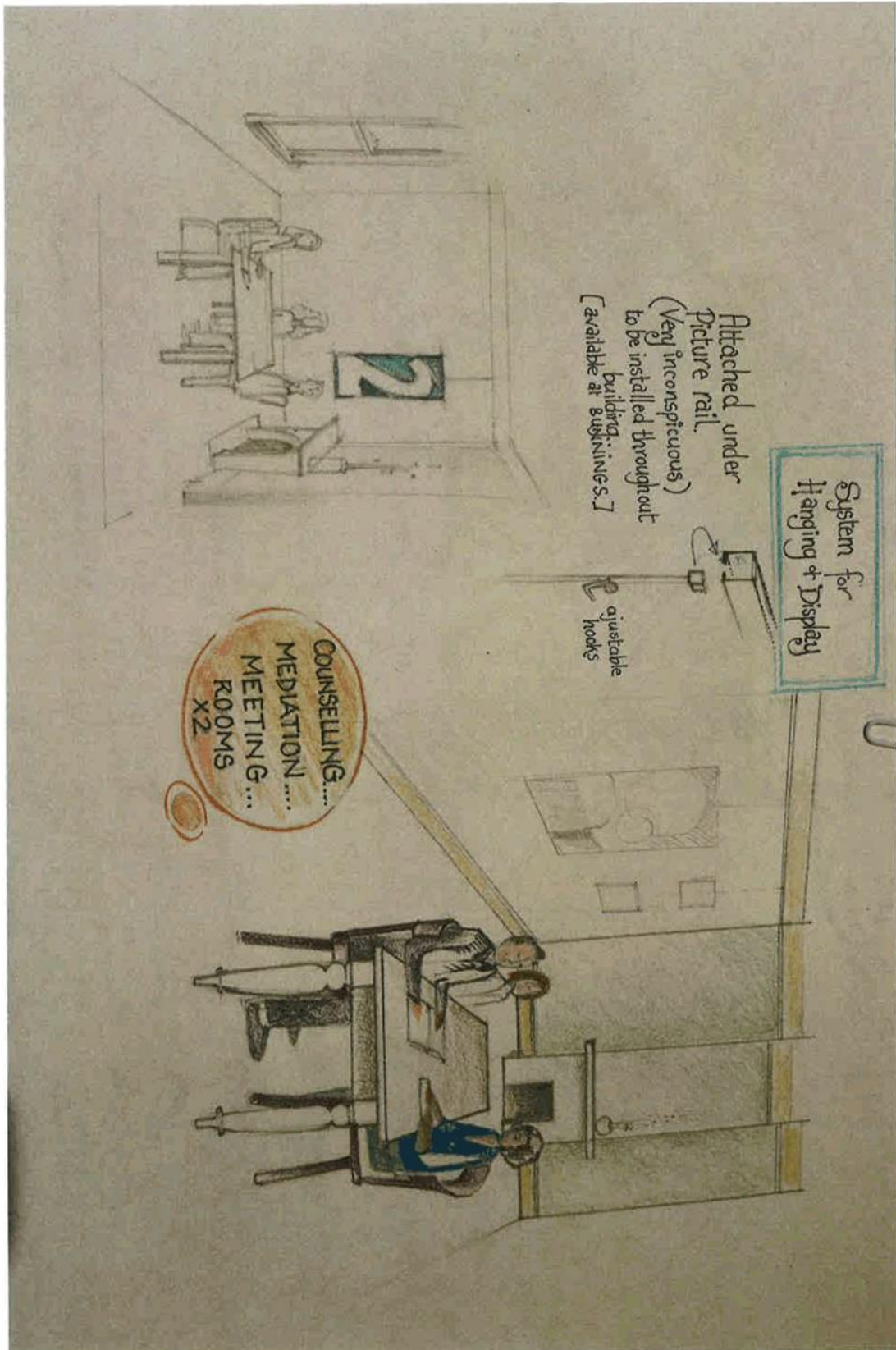
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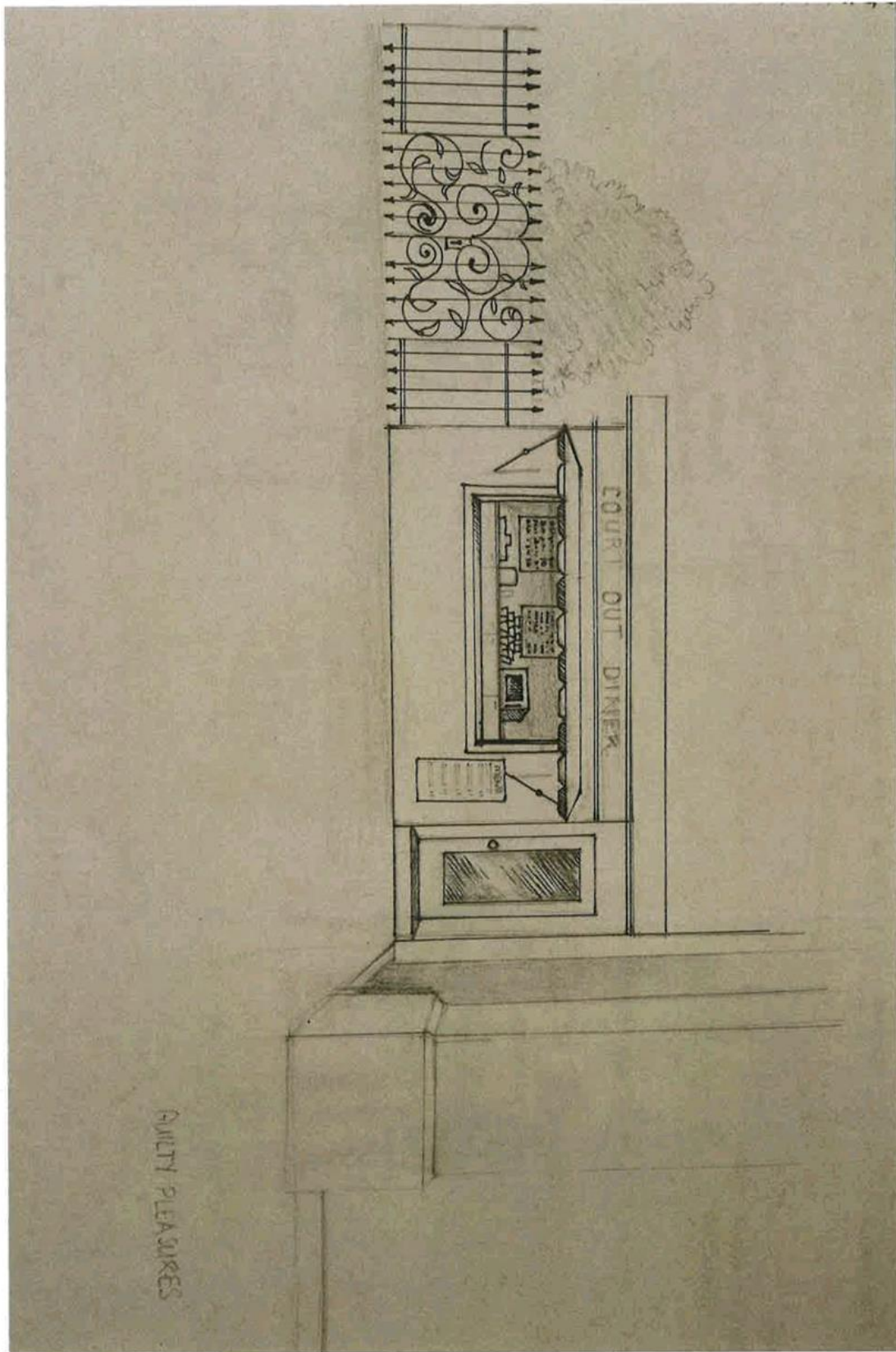
Traralgon Courthouse Commercial Activation

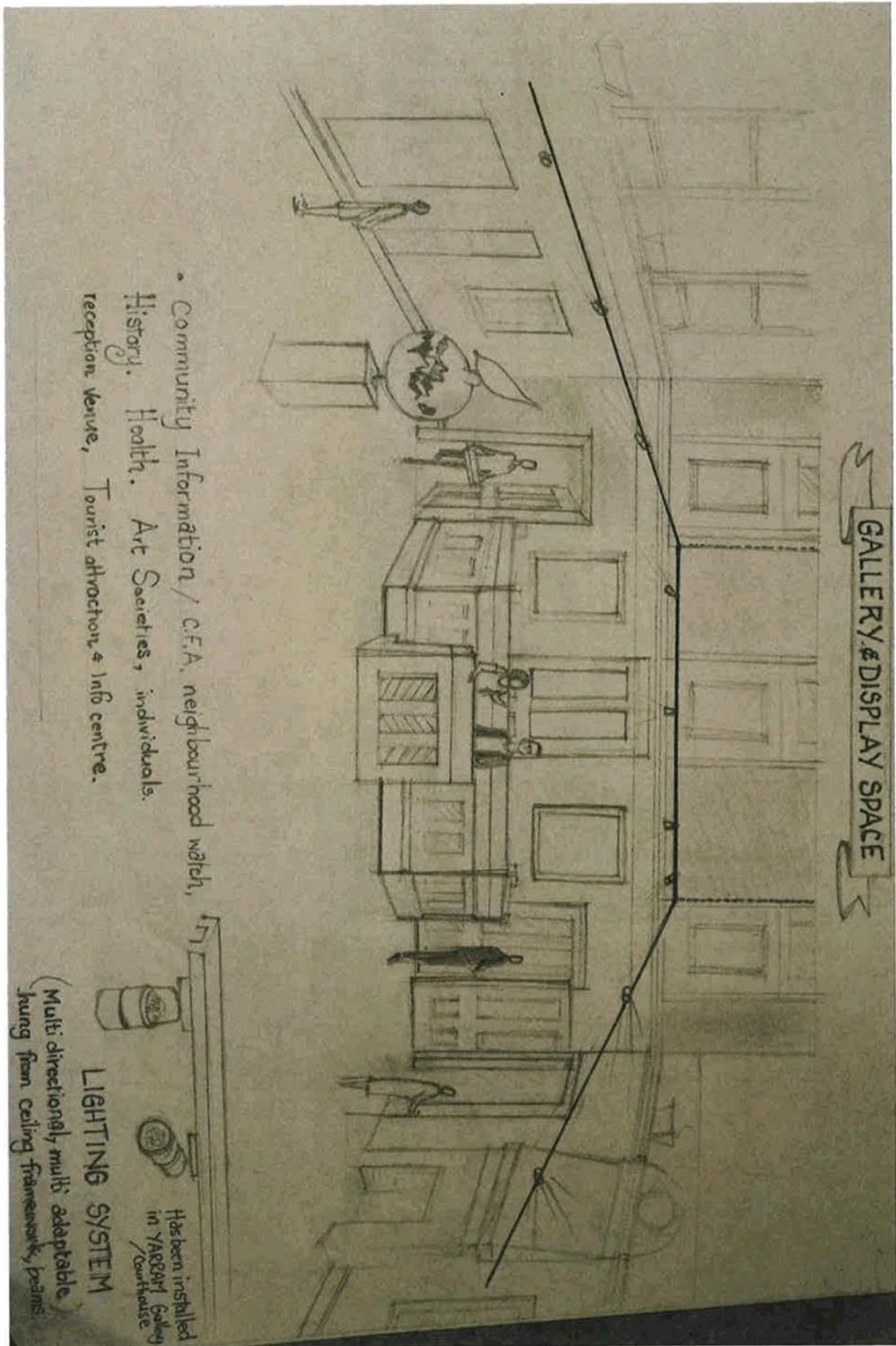
- 1 Friends of the Courthouse Inc Submission for Activation
(images)..... 234**











INFRASTRUCTURE AND RECREATION

15. INFRASTRUCTURE AND RECREATION

Agenda Item: 15.1

Agenda Item: CEO Delegation to award 2019/20 Road Rehabilitation Program contracts

Sponsor: General Manager, Infrastructure and Recreation

Council Plan Objective: Improve the liveability and connectedness of Latrobe City.

Status: For Decision

Cr Dale Harriman left the meeting due to a declared interest, the time being 07:16pm.

Cr Dale Harriman returned to the meeting, the time being 07:19pm.

MOTION

Moved: Cr McFarlane

Seconded: Cr White

That Council, subject to the recommended tenders being within Council's adopted Road Rehabilitation budget allocations and complying with Council's Procurement Policy, delegates to the Chief Executive Officer (CEO) the power to award the following contracts that are expected to exceed the CEO's financial delegation of \$500,000 including GST:

- a. Road Rehabilitation Project Package – Beck Street, Moe and East Street, Yallourn North (\$946,000 including GST)**
- b. Road Rehabilitation Project Package – Heather Grove, Traralgon and Lafayette Street, Traralgon (\$1,320,000 including GST)**

CARRIED UNANIMOUSLY

Executive Summary:

Council has delegated the Chief Executive Officer (CEO) authority to award contract works up to \$500,000 including GST.

The adopted 2019/20 Road Rehabilitation budget is \$3.757 million and in addition will include projects carried forward from 2018/19. It is proposed to package some

of the projects within the program to attract more tenderers and therefore have better competition and value, and to allow contractors to program works more efficiently.

Seeking Council endorsement to award a contract adds between 2 and 5 weeks to the process due to the Council report preparation scheduling.

Road renewal works are routine and the tender process is guided by the Procurement Policy so there is negligible risk associated with delegating the approval.

Because of this and to help ensure timely delivery of the capital works program it is recommended that Council delegate the authority to award the following Road Rehabilitation Project Package contracts to the Chief Executive Officer where the proposed tenders are within the noted amounts below.

- Beck Street, Moe; East Street, Yallourn North –
\$946,000 (including GST)
- Heather Grove, Traralgon and Lafayette Street, Traralgon –
\$1,320,000 (including GST)

Council Officers are finalising designs and will tender for the works packages as noted, seeking to award the works as early in the 2019/20 financial year as practical to allow the bulk of the works to be completed before winter 2020.

Not delegating the authority would result in the contract packages being reported to Council and delay the start of the identified work packages by 2 to 5 weeks.

Background:

Contracts are typically advertised for three weeks, followed by a period to evaluate tenders, clarify any tender issues, carry out necessary referee checks, and then prepare the tender evaluation report and associated report either to Council or the Chief Executive Officer.

Where a tender is over the Chief Executive Officer's (CEO) delegated amount of \$500,000 (including GST) the tender must be taken to Council for approval, adding 2 to 5 weeks to the process dependent upon the timing of the tender closing and the timing of the tender evaluation against the Council report timetable.

The evaluation process is controlled through the procurement process and in the last 3 years at least, referral to Council has not resulted in a change to the recommendation for road rehabilitation works. For routine or low risk works therefore this delay does not add value and unnecessarily impacts on the ability to deliver the works program.

Table 1 is the list of road rehabilitation project packages identified for 2019/20 where Council's adopted budget exceeds the CEO's delegation.

Table 1: 2019/20 Road Rehabilitation Packages

a.	Road Rehabilitation Project Package – Beck Street, Moe; East Street, Yallourn North	\$946,000 (including GST)
b.	Road Rehabilitation Project Package – Heather Grove, Traralgon and Lafayette Street, Traralgon	\$1,320,000 (including GST)

Council Officers recommend that Council delegates to the CEO the power to award the contracts noted Table 1. This will assist in delivering the 2019/20 Road Rehabilitation Program in a timely manner.

If Council does not delegate the authority to award the contracts to the CEO, the packages will be brought to Council for approval at the next available Council meeting following the evaluation process. Although award of each package will be delayed by up to 5 weeks this would not jeopardise delivery of the works nor of itself increase costs, although there is a slight risk of delays due to wet weather for some of the packages evaluated later in the year.

Issues:

Strategy Implications

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2017-2021:

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

In 2026 Latrobe Valley benefits from a well-planned built environment that is complementary to its surroundings, and which provides for a connected and inclusive community.

Latrobe City Council Plan 2017-2021

Indicators

Objective 3: Improve the liveability and connectedness of Latrobe City

Communication

In accordance with Council's Procurement Policy, Latrobe City Council's website will be updated to provide summary information relating to contracts entered into with an estimated expenditure which exceed the compulsory tender threshold.

All contracts awarded by the CEO are reported to Council on a quarterly basis detailing the successful contractor.

In preparing this report, internal communication has been held with the Procurement team.

Financial Implications

There are no financial implications in the officer's recommendation.

Risk Analysis

Providing delegation to the CEO will reduce the risk of delay costs associated with the time to award contracts.

Legal and Compliance

All processes will comply with legal guidelines and policy.

Community Implications

The proposed recommendation will have a positive impact on the community as it will allow these road rehabilitation projects to commence earlier than if a report to Council is required.

Environmental Implications

There are no environmental implications associated with this report.

Consultation

There is no need for public consultation.

Other

Nil

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Supporting Documents:

Nil

Attachments
Nil

Agenda Item: 15.2

Agenda Item: Annual Maintenance Grant Program

Sponsor: General Manager, Infrastructure and Recreation

Council Plan Objective: Improve the amenity and accessibility of Council services.

Status: For Decision

Proposed Resolution:

That Council:

1. Endorse the Annual Maintenance Grant Program Policy to be applied from 2020/2021 Council year; and
2. Notes the allocations to be provided to the Annual Maintenance Grant Program recipients in the 2019/2020 financial year as detailed in Attachment 2; and
3. Refers to the annual surplus bid budget process the request to allocate \$60,904 from the 2018/2019 End of Financial Year Operational Surplus to fund the Annual Maintenance Grant Program Policy as detailed in Attachment 2; and
4. Authorise officers to inform the Annual Maintenance Grant Program recipients of the endorsed Draft Annual Maintenance Grant Program Policy.

MOTION

Moved: Cr Howe

Seconded: Cr Harriman

That Council:

1. **Endorse the Annual Maintenance Grant Program Policy to be applied from 2020/2021 Council year;**
2. **Notes the allocations to be provided to the Annual Maintenance Grant Program recipients in the 2019/2020 financial year as detailed in Attachment 2;**
3. **Revise the current Category C classification of the Traralgon South Recreation Reserve Oval to a Category B classification raising the 2020/2021 Annual Maintenance Grant allocation for the Callignee and Traralgon South Sporting Facilities Special Committee from \$15,133 to \$21,067;**

- 4. Allocate \$66,838 from the 2019/2020 Current Accumulated Unallocated Cash Surplus to fund the Annual Maintenance Grant Program Policy as detailed in Attachment 2;**
- 5. Authorise officers to inform the Annual Maintenance Grant Program recipients of the endorsed Draft Annual Maintenance Grant Program Policy; and**
- 6. Officers prepare a further report to present to Council that considers the equal allocation of water costs as part of the Annual Maintenance Grant Policy.**

CARRIED UNANIMOUSLY

Executive Summary:

- An *'Equity of Maintenance Funding for Rural Sporting Reserves'* report was adopted by Council on 2 April 2001. It formalised a funding formula for the annual payment of maintenance grants to rural committees of Crown Land and Latrobe City recreation reserves.
- Since 2001 the AMGP has expanded from 8 recipients to 23 recipients to include rail trails, croquet clubs, public open space areas and bushland/conservation reserves and the existing methodology for allocating funding is no longer adequate.
- To support this paper, there has been feedback provided to officers that the current AMGP allocations are not sufficient to undertake the required maintenance tasks.
- During the 2019/20 budget process Councillors requested a review of the grants allocation methodology. This report contains a new suggested process for equitable allocation of funding.
- The 2018/19 cost to Council for the 23 grants was \$272,661 however the grants were paid without the inclusion of Consumer Price Index (CPI) for the 2018/19 year.
- As part of the 2019/2020 budget, Council has endorsed an increase to the AMGP of \$14,339 which accounts for the previously unallocated CPI increase. Future AMGP grants budgets will propose an annual CPI increase every financial year from 2020/2021.
- It is proposed to introduce a Draft Annual Maintenance Grants Program Policy (Attachment 1) from 2020/21. The policy proposes to provide a clear process for the equitable allocation of funds and it also proposes to separate the venues into two distinct groups as follows:

Group 1 - Rural Recreation Reserves

The proposed formula suggests a payment to committees of 50% of the actual annual cost to Council to maintain similar facilities as follows:

- a) Category A, B and C grass sporting surfaces maintenance
- b) Hard court surfaces maintenance
- c) Change room buildings maintenance
- d) Reserve outers maintenance
- e) Other outers (Pony Clubs) maintenance

The 50% 'actual annual costs' for Group 1 are based on the figures provided in the *Review of Management and Maintenance Practices for Latrobe City Grass Based Sporting Reserves – April 2016* to maintain Latrobe City grass sporting surfaces plus Consumer Price Index (CPI) increases.

The 50% recognises that volunteers are undertaking the maintenance works at the reserves and not paid Council staff.

Group 2 - The Rail Trails, Croquet Clubs, Public Open Space areas and Bushland/Conservation Reserves

This proposed formula considers:

- a) Base maintenance rates
 - b) Payment per hectare of maintenance
 - c) Payment per open kilometre of rail trail maintenance
- The proposed cost to Council for both components of the Draft AMGP is \$347,904, creating an increase of \$60,904 commencing from the 2020/21 budget (refer to tables in report).
 - Council is requested to provide feedback on the Draft AMGP Policy (Attachment 1) and provide comment on the following options,
 - Council consider funding the additional \$60,904 for the 2019/20 financial year through the 2018/19 unallocated cash surplus process,
 - Council consider funding the additional \$60,904 for the 2019/20 financial year through the current accumulated unallocated cash surplus.
Or
 - Council endorse the Draft Annual Maintenance Grants Program Policy and consider the budget impact through the 2020/2021 Budget Process.

Background:

Latrobe City Council adopted the *'Equity of Maintenance Funding for Rural Sporting Reserves'* on 2 April 2001. The report provided a formula for the calculation of the annual grants to rural Crown land and Council Committees of Management. The formula included categories of grass sporting surfaces, hard courts, playgrounds, public toilets, water, pony clubs, buildings and outers. The formula factored in the cost to Council to maintain similar facilities at recreation reserves and a percentage payment for each category recognising that volunteers from the committees were undertaking the maintenance works.

Several committees have indicated to officers that the current AMGP allocations are not sufficient to undertake the required maintenance tasks at their managed facilities.

A review of the *'Equity of Maintenance Funding for Rural Sporting Reserves'* has not occurred since its adoption and the overall AMGP has expanded to include grants to rail trails, croquet clubs, public open space areas and bushland/conservation reserves. It is now proposed to combine the AMGP into one policy. The components of the policy will guide the payment of all annual maintenance grants into the future.

It is proposed to introduce a revised AMGP from 2020/21 that contains two groups. Group one is the Rural Recreation Reserves Formula which provides a payment to committees of 50% of the actual annual cost to Council to maintain similar facilities as follows:

- a) Category A, B and C grass sporting surfaces maintenance
- b) Hard court surfaces maintenance
- c) Change room buildings maintenance
- d) Reserve outers maintenance
- e) Other outers (Pony Clubs) maintenance

The Key Maintenance Values that represent the 50% costs for Group 1 are based on figures provided in the *Review of Management and Maintenance Practices for Latrobe City Grass Based Sporting Reserves –2016* to maintain Latrobe City grass sporting surfaces plus the CPI increases.

The amount of 50% recognises that volunteers are undertaking the maintenance works at the reserves and not paid Council staff. The formula also includes a further 50% reduced rate for grass sporting reserves that are utilised for just one competitive sporting season per year.

Group two covers Rail Trails, Sporting Clubs, Public Open Space areas and Bushland/Conservation Reserves includes base rates, costs per hectare of maintenance and costs per open kilometre etc.

The proposed 2020/21 cost to Council for both components of the revised AMGP is \$347,904 with an increase of \$60,904 from the 2019/20 budget.

ANNUAL MAINTENANCE GRANTS PROGRAM FUNDING			
GROUP ONE			
Funding Recipients	2018/19	2019/20 Approved	Under Revised AMGP Policy
Boolarra Memorial Park	\$19,679	\$20,700	\$28,488
Callignee & Traralgon South Sporting Facilities	\$11,800	\$12,400	\$15,133
George Bates Reserve	\$17,900	\$18,900	\$23,448
Glengarry Recreation Reserve	\$18,491	\$19,500	\$35,486
Toongabbie Recreation Reserve	\$18,605	\$19,600	\$21,801
Baillie Reserve Tyers	\$20,300	\$21,400	\$22,679
Yinnar Recreation Reserve	\$22,891	\$24,100	\$32,651
Yallourn North Hall and Recreation Reserve	\$5,795	\$6,100	\$11,793
Total	\$135,461	\$142,700	\$191,479

ANNUAL MAINTENANCE GRANTS PROGRAM FUNDING			
GROUP TWO			
Funding Recipients	2018/19	2019/20 Approved	Under Revised AMGP Policy
Crinigan Bushland Reserve	\$12,560	\$13,200	\$14,620
Gippsland Plains Rail Trail	\$25,372	\$26,800	\$26,800
Grand Ridge Rail Trail	\$7,275	\$7,600	\$10,100
Edward Hunter Heritage Bush Reserve	\$15,272	\$16,100	\$17,740

Flynn Tennis Club	\$4,205	\$4,400	\$4,650
Friends of Toongabbie Wetlands	\$2,870	\$3,000	\$3,250
Traralgon Railway Reservoir Conservation Reserve	\$11,070	\$11,700	\$12,220
Grand Strzelecki Track	\$8,765	\$9,200	\$9,300
Mathison Park	\$13,070	\$13,800	\$14,140
Moe Yallourn Rail Trail	\$10,560	\$11,100	\$12,900
Morwell Centenary Rose Garden	\$6,870	\$7,200	\$7,350
Morwell Croquet Club	\$5,385	\$5,600	\$5,850
Ollerton Avenue Bushland Reserve	\$6,436	\$6,800	\$7,300
Traralgon Croquet Club	\$5,385	\$5,600	\$7,800
Jean Galbraith Flora Reserve	\$2,105	\$2,200	\$2,405
Total	\$137,200	\$144,300	\$156,425

Issues:

Some AMGP recipients have indicated to Council officers that they are finding it increasingly difficult to maintain and present their facilities for user groups and the general community to an expected standard. Committees indicate that the costs of materials and servicing of machinery and equipment continue to increase which places pressure on their budgets and volunteers.

Recent comments from grant recipients have ranged from the annual maintenance grants barely cover the costs to maintain infrastructure and undertake day to day maintenance to the costs of water which are expected to be covered within the grants, are using much of their allocation.

Council officers are also aware from discussions with many of the grant recipients that they are grateful for the assistance they receive from Council and wish to see that support continue and encourage that the support be increased in the future.

Strategy Implications

Provide community infrastructure that supports recreation and connectedness including sporting facilities, pathways and community gardens.

Communication

Correspondence will be sent to each grant recipient informing them of Council's 2018/19 funding allocation and any decision on the proposed AMGP changes.

Financial Implications

The proposed 2019/2020 AMGP budget of \$287,000 has been adopted by Council and therefore presents no financial implications.

The proposed AMGP budget increase of \$60,904 from \$287,000 to \$347,904 would need to be adopted as part of the 2020/2021 Council budget process. Council could consider funding the proposed 2020/21 AMGP increase of \$60,904 from the 2018/19 unallocated cash surplus process or from the current accumulated unallocated cash surplus, which would allow the increase to be available in the 2019/20 year.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
Identified risk	Risk likelihood*	Controls to manage risk
Committee volunteers cease maintaining rural sporting and recreation reserves and public open space areas with Council taking on responsibility.	3	Council financial support.
Overall presentation of facilities and image of Latrobe City.	3	Council financial support.
Potential safety of facilities for sporting and recreation participants and the general public.	3	Council financial support.

* For example, likelihood ratings: 1 (Rare); 2 (Unlikely); 3 (Possible); 4 (Likely); 5 (Almost Certain)

Legal and Compliance

Grant recipients are required to comply with the AMGP financial acquittal process and Guidelines.

Community Implications

The AMGP recipients provide a valuable service to their local communities and without the efforts of the dedicated volunteers the facilities may not be presented to their current standard. Any reduction in the services the community committees and volunteers provide would greatly impact on the community facilities they manage and therefore provide a lesser standard of facilities for the local communities.

Environmental Implications

There are no environmental implications.

Consultation

There has been no consultation process undertaken.

Other

There are no other items to consider in this report.

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Supporting Documents:

Review of Management and Maintenance Practices for Latrobe City Grass Based Sporting Surfaces

Attachments

- 1 [↓](#). Attachment 1 Annual Maintenance Grant Program Policy
- 2 [↓](#). Attachment 2 Annual Maintenance Grants

15.2

Annual Maintenance Grant Program

- 1 Attachment 1 Annual Maintenance Grant Program Policy 253**
- 2 Attachment 2 Annual Maintenance Grants..... 264**



Annual Maintenance Grant Program Policy

Version: Draft 1

Approval Date: (insert date)

Review Date: (insert date)



Annual Maintenance Grant Program Policy

DOCUMENT CONTROL

Responsible GM	(GM Name)	
Division	(Division Name)	
Last Updated (who & when)	(Manager Title & Name)	(Year)
DOCUMENT HISTORY		
Authority	Date	Description of change
Council	(day, month & year)	(Insert detail of change to policy)
References	Refer to Section 8 and 9 of this policy	
Next Review Date	(Month & Year)	
Published on website	(Yes or No)	
Document Reference No		

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Annual Maintenance Grant Program Policy

1. Background

The Annual Maintenance Grant Program provides funding to nominated Crown land and Latrobe City Council owned or managed land including bushland, conservation, public open space reserves, sporting and recreation reserves, rail trails and sporting clubs. The grants are provided to rural Crown Land Committees of Management, rural Special Committees of Latrobe City Council and nominated sporting and recreation clubs and public open space areas to cover maintenance responsibilities, administration costs and volunteer support.

2. Objectives

- To provide an annual funding program to Crown Land rural Recreation Reserves Committees of Management, rural Special Committees of Latrobe City Council, nominated sporting and recreation clubs and public open space areas to cover maintenance, administration costs and volunteer support.
- To provide financial assistance to Crown Land rural Recreation Reserves Committees of Management, rural Special Committees of Latrobe City Council, nominated sporting and recreation clubs and public open space areas, with the presentation of their facilities.
- To provide direction to Crown Land rural Recreation Reserves Committees of Management, rural Special Committees of Latrobe City Council, nominated sporting and recreation clubs and public open space areas on all aspects of their maintenance and management requirements.

3. Scope

The Annual Maintenance Grants Program is available to the applicant organisations listed below:

Latrobe City Council owned or managed Recreation Reserves	<ul style="list-style-type: none"> • Callignee & Traralgon South Sporting Facilities Special Committee • George Bates Reserve Special Committee • Baillie Reserve Tyers Special Committee • Yinnar Recreation Reserve Committee of Management
Latrobe City Council owned or managed Conservation Reserves and Open Space Reserves	<ul style="list-style-type: none"> • Crinigan Bushland Reserve Committee of Management • Edward Hunter Heritage Bush Reserve Committee of Management • Mathison Park Special Committee

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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Annual Maintenance Grant Program Policy

	<ul style="list-style-type: none"> • Morwell Centenary Rose Garden Special Committee • Ollerton Avenue Bushland Reserve Committee of Management • Traralgon Railway Reservoir Conservation Reserve Special Committee
Crown Land Recreation and Open Space Reserves	<ul style="list-style-type: none"> • Boolarra Memorial Park Committee of Management • Friends of Toongabbie Wetlands Committee • Glengarry Recreation Reserve Committee of Management • Toongabbie Recreation Reserve Committee of Management • Yallourn North Hall and Recreation Reserve Committee
Sporting Clubs	<ul style="list-style-type: none"> • Flynn Tennis Club • Morwell Croquet Club • Traralgon Croquet Club
Rail Trails and Tracks	<ul style="list-style-type: none"> • Gippsland Plains Rail Trail Committee of Management • Grand Ridge Rail Trail Committee of Management • Grand Strzelecki Track Committee • Moe Yallourn Rail Trail Committee of Management

4. Principles of Management

The Annual Maintenance Grant Program Policy contains two groups of funding formulas. The Key Maintenance Values for Group 1 are based on the figures provided in the *Review of Management and Maintenance Practices for Latrobe City Grass Based Sporting Reserves – April 2016* to maintain Latrobe City grass sporting surfaces plus Consumer Price Index (CPI) increases.

RURAL RECREATION RESERVES FORMULA – GROUP ONE		
KEY MAINTENANCE AREAS	KEY MAINTENANCE VALUES	KEY MAINTENANCE VALUES DESCRIPTION

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Annual Maintenance Grant Program Policy

CATEGORY A GRASS SPORTING SURFACE - OVAL (BOTH SEASONS COMPETITIVE USE)	\$27,405 per surface	50% of cost for Council to maintain similar surface
CATEGORY A GRASS SPORTING SURFACE - OVAL (SINGLE SEASON COMPETITIVE USE)	\$13,703 per surface	50% of cost for Council to maintain similar surface/50% reduction for single season use
CATEGORY B GRASS SPORTING SURFACE - OVAL (BOTH SEASONS COMPETITIVE USE)	\$17,535 per surface	50% of cost for Council to maintain similar surface
CATEGORY B GRASS SPORTING SURFACE - OVAL (SINGLE SEASON COMPETITIVE USE)	\$8,768 per surface	50% of cost for Council to maintain similar surface/50% reduction for single season use
CATEGORY C GRASS SPORTING SURFACE - OVAL (BOTH SEASONS COMPETITIVE USE)	\$5,670 per surface	50% of cost for Council to maintain similar surface
CATEGORY C GRASS SPORTING SURFACE - OVAL (SINGLE SEASON COMPETITIVE USE)	\$2,835 per surface	50% of cost for Council to maintain similar surface/50% reduction for single season use
CATEGORY A GRASS SPORTING SURFACE - SOCCER GROUND (BOTH SEASONS COMPETITIVE USE)	\$17,128 per surface	50% of cost for Council to maintain similar surface
CATEGORY A GRASS SPORTING SURFACE - SOCCER GROUND (SINGLE SEASON COMPETITIVE USE)	\$8,564 per surface	50% of cost for Council to maintain similar surface/50% reduction for single season use
CATEGORY B GRASS SPORTING SURFACE - SOCCER GROUND (BOTH SEASONS COMPETITIVE USE)	\$10,959 per surface	50% of cost for Council to maintain similar surface
CATEGORY B GRASS SPORTING SURFACE - SOCCER GROUND (SINGLE SEASON COMPETITIVE USE)	\$5,480 per surface	50% of cost for Council to maintain similar surface/50% reduction for single season use
CATEGORY C GRASS SPORTING SURFACE - SOCCER GROUND (BOTH SEASONS COMPETITIVE USE)	\$3,544 per surface	50% of cost for Council to maintain similar surface
CATEGORY C GRASS SPORTING SURFACE - SOCCER GROUND (SINGLE SEASON COMPETITIVE USE)	\$1,772 per surface	50% of cost for Council to maintain similar surface/50% reduction for single season use

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Annual Maintenance Grant Program Policy

SHARED USE COURTS	\$210 per court	50% of cost for Council to clean similar surface
SINGLE USE COURTS	\$210 per court	50% of cost for Council to clean similar surface
INDOOR RECREATION COURTS	\$210 per court	50% of cost for Council to clean similar surface
CHANGEROOM BUILDINGS (EXCLUDING SOCIAL CLUBS, PUBLIC TOILETS, SHEDS/SHELTERS)	\$2,903 per building	50% of cost for Council to maintain similar building
RESERVE OUTERS	\$2,500	50% of cost for Council to maintain similar outer
OTHER OUTERS (PONY CLUBS)	\$1,575	50% of cost for Council to maintain similar outer

GRANT FORMULA AND GRANT RECIPIENTS – GROUP TWO	GRANT RECIPIENTS AND 2019/2020 FUNDING
RAIL TRAILS \$1,400 per open kilometre of trail up to sixteen kilometres then \$700 for every additional open kilometre.	Moe Yallourn Rail Trail (9 klms) - \$12,900. Gippsland Plains Rail Trail (22 klms) - \$26,800. Grand Ridge Rail Trail (7 klms) - \$10,100.
CONSERVATION/BUSHLAND/OPEN SPACE RESERVES \$4,000 base rate and \$240 per hectare.	Traralgon Railway Reservoir Conservation Reserve (33 hectares) - \$12,220. Edward Hunter Heritage Bush Reserve (56 hectares) - \$17,740. Ollerton Avenue Bushland Reserve (12.5 hectares) - \$7,300. Crinigan Bushland Reserve (43 hectares) - \$14,620. Mathison Park (41 hectares) - \$14,140.
MORWELL CENTENARY ROSE GARDEN Base rate.	\$7,350
CROQUET CLUBS Base rate.	Morwell Croquet Club – \$5,850 Traralgon Croquet Club – \$7,800

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Annual Maintenance Grant Program Policy

TOONGABBIE WETLANDS Base rate.	\$3,250
GRAND STRZELECKI TRACK Base rate.	\$9,300
FLYNN TENNIS CLUB Base rate.	\$4,650
JEAN GALBRAITH FLORA RESERVE Base rate.	\$2,405

Grants Guidelines

- Funding will be processed according to Council's Rural Recreation Reserves formula and Rail Trails, Sporting Clubs, Public Open Space and Bushland/Conservation Reserves formula/method.
- Grant recipients who fail to comply with the terms and conditions in the policy may be required on written direction, to return their funding allocation to Latrobe City Council.
- Grant recipients must successfully complete the Acquittal process prior to receiving further grant allocations from Latrobe City Council.
- Grant recipients must comply with Latrobe City Council's *Procurement Policy*.
- Latrobe City Council Special Committees and Crown land Committees of Management that manage and maintain sporting facilities, are permitted to issue seasonal usage fees to resident sporting clubs at their discretion. Any fees must be agreed to by both parties prior to issuing. The fees are to assist the committees to recoup some of the costs to undertake maintenance works on the clubs behalf.
- Grant recipients are required to provide basic Personal Protective Equipment (PPE) to their volunteers such as gloves, goggles, sunscreen, hi vis vests, hats etc. An unexpected reactive expenditure payment of \$300.00 is contained within each grant recipient's annual allocation and may be expended on the purchase of PPE.
- To complete the grant payment an organisation will be required to attach a signed Tax Invoice (if GST registered) or a completed Statement by Supplier form to the Annual Maintenance Grant Funding Agreement. On Latrobe City receiving these documents, funding will be deposited into the nominated bank account within six weeks.
- Grant recipients and registered volunteers on Latrobe City Council land are covered by Public Liability Insurance. Grant recipients and volunteers on

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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Annual Maintenance Grant Program Policy

Crown land are not covered by Latrobe City Council insurance. Insurance coverage is permitted to be purchased via the annual grant by all recipients.

- The Annual Maintenance Program Policy is to be reviewed every three years.

Maintenance Requirements

- Undertake works to maintain and enhance or contribute to the longevity and functionality of built infrastructure, in accordance with approved Management Plans and/or Committee's Terms of Reference/Instrument of Delegation operating documents.
- Undertake the day to day works required for the successful operation of the facility for resident user groups and the community.
- Capital purchases (under the guidance of Latrobe City Council officers).
- Capital contributions on Latrobe City Council owned assets and property remain the property of Latrobe City Council.
- Capital projects on Latrobe City Council owned or managed land must contact Latrobe City Council's Coordinator Recreation & Open Space prior to commencing or committing to a project.
- Conservation and Native Vegetation works on Latrobe City Council owned or managed land must be approved in writing by Latrobe City Council's Coordinator Environmental Sustainability prior to commencing or committing to any project.
- Works on Latrobe City Council property, for example: building extensions and solar panels must contact Latrobe City Council's Coordinator Major Projects and Building Maintenance prior to commencing or committing to a project.
- All works must follow an approved Management Plan (where in place).
- Approval of the AMGP funding does not constitute permission to deliver a desired capital project. It remains your responsibility to seek the appropriate permits and approvals to deliver a project.

Permitted Grant Expenditure Activities

- Maintenance of outdoor infrastructure such as grass sporting surfaces, hard courts, trees, drains, tracks, boardwalks, bridges, steps, picnic settings and fences.
- Maintenance on facilities such as flooring, painting, minor plumbing, electrical, curtains and blinds.
- Repairs and/or replacement to machinery, hand tools, irrigation systems, heating and cooling systems, security lighting, canteen and kitchen equipment.
- Upgrade to canteen facilities, toilet blocks and approved built infrastructure.
- Grass sporting surfaces maintenance including mowing, weed control, grass seed, fertilisers and erosion control.

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Annual Maintenance Grant Program Policy

- Historical, directional and safety signage repairs and installation.
- Fire breaks maintenance, re-vegetation plants, turf and mulch.
- Utility and water accounts.
- Pest/vermin control.
- Purchase of hand tools and Personal Protective Equipment.
- Engagement of specialist advice to undertake structural inspections and reports on buildings and infrastructure such as bridges and boardwalks.

Non-Permitted Grant Expenditure Activities

- Capital works projects.
- Payments to volunteers except when the payment has been adopted by a Committee resolution and reported to Coordinator Recreation Liaison.
- Retrospective costs. This includes reimbursement of costs already incurred and funding for projects which have already taken place. An exception to this is in circumstances where ongoing projects such as approved Burgan removal, or other ongoing maintenance activities, are planned and delivered across multiple years;
- Payment of debts or loans;
- Ongoing organisational expenses such as lease or rent payments, wages, salaries, project management costs etc.
- Any works that is not in accordance with Latrobe City Council Occupational Health and Safety guidelines, for example: roof repairs, gutter cleaning without regard for scaffolding or Elevated Work Platform (EWP);
- Repair of facilities damaged by vandalism, fire or other natural disasters where the incident could reasonably be expected to be covered by insurance; and
- Works located in dedicated social club rooms/venues where there is service of alcohol, unless there are existing Occupational Health and Safety issues and the applicant has considered the potential risks to the community users.

Grant Allocation/Acquittal

- Grant funds must be expended and acquitted each financial year.
- Grant recipients must not have a Council contributed funds financial year balance exceeding \$20,000 unless written approval has been given by Council's Grants Officer.
- Grant recipients who have an outstanding acquittal form will not be allocated their next year's grant until the acquittal has been received and approved.
- The Acquittal Form must be a reconciled statement of expenditure associated with the grant. It will ask the applicants to provide details on the outcomes of the works/purchases that were achieved as a result of the funding.

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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Annual Maintenance Grant Program Policy

5. Accountability and Responsibility

Accountability and responsibility for this policy is outlined below.

5.1. Council

- Responsibility to ensure this Policy is consistent with Latrobe City Council Strategic Direction and other Latrobe City Council Policy
- Responsibility for the decision to approve this Policy by Council Resolution

5.2. Chief Executive Officer

- Overall responsibility for compliance with this policy
- Overall responsibility for enforcing accountability
- Overall responsibility for providing resources
- Overall responsibility for performance monitoring

5.3. General Manager

- Responsibility for compliance with this policy
- Responsibility for enforcing accountability
- Responsibility for providing resources
- Responsibility for performance monitoring

5.4. Manager

- Develop frameworks and procedures in compliance with this policy
- Enforce responsibilities to achieve compliance with frameworks and procedures
- Provide appropriate resources for the execution of the frameworks and procedures

5.5. Employees, Contractors and Volunteers

- Participate where required in the development of frameworks and procedures in compliance with this policy.
- Comply with frameworks and procedures developed to achieve compliance with this policy.

6. Evaluation and Review

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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Annual Maintenance Grant Program Policy

This policy will be reviewed on request of Council, in the event of significant change in the Executive team, significant changes to legislation applicable to the subject matter of the policy or, in any other case, during each Council term (generally four years).

7. Definitions

Include definitions of any words which are critical to the interpretation of the policy or whose meaning is distinguishable from common use/understanding.

8. Related Documents

List all related Latrobe City Council Policies, Frameworks and Procedures.

9. Reference Resources

List any external reference materials, such as Acts, Regulations, Guidance, Industrial Instruments, Planning Instruments, etc.

10. Appendices

1. Rural Recreation Reserves Formula
2. Rail Trails, Sporting Clubs, Public Open Space and Bushland/Conservation Reserves Formula/Method
3. Procurement Policy

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Responsible Division	(Insert Division Name)	Approved Date	(day, month, Year)	Review Date	(month & year)
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ANNUAL MAINTENANCE GRANTS PROGRAM FUNDING			
GROUP ONE			
Funding Recipients	2018/19	2019/20 Approved	Under Revised AMGP Policy
Boolarra Memorial Park	\$19,679	\$20,700	\$28,488
Callignee & Traralgon South Sporting Facilities	\$11,800	\$12,400	\$15,133
George Bates Reserve	\$17,900	\$18,900	\$23,448
Glengarry Recreation Reserve	\$18,491	\$19,500	\$35,486
Toongabbie Recreation Reserve	\$18,605	\$19,600	\$21,801
Baillie Reserve Tyers	\$20,300	\$21,400	\$22,679
Yinnar Recreation Reserve	\$22,891	\$24,100	\$32,651
Yallourn North Hall and Recreation Reserve	\$5,795	\$6,100	\$11,793
Total	\$135,461	\$142,700	\$191,479

ANNUAL MAINTENANCE GRANTS PROGRAM FUNDING			
GROUP TWO			
Funding Recipients	2018/19	2019/20 Approved	Under Revised AMGP Policy
Crinigan Bushland Reserve	\$12,560	\$13,200	\$14,620
Gippsland Plains Rail Trail	\$25,372	\$26,800	\$26,800
Grand Ridge Rail Trail	\$7,275	\$7,600	\$10,100
Edward Hunter Heritage Bush Reserve	\$15,272	\$16,100	\$17,740
Flynn Tennis Club	\$4,205	\$4,400	\$4,650
Friends of Toongabbie Wetlands	\$2,870	\$3,000	\$3,250
Traralgon Railway Reservoir Conservation Reserve	\$11,070	\$11,700	\$12,220
Grand Strzelecki Track	\$8,765	\$9,200	\$9,300
Mathison Park	\$13,070	\$13,800	\$14,140
Moe Yallourn Rail Trail	\$10,560	\$11,100	\$12,900
Morwell Centenary Rose Garden	\$6,870	\$7,200	\$7,350
Morwell Croquet Club	\$5,385	\$5,600	\$5,850
Ollerton Avenue Bushland Reserve	\$6,436	\$6,800	\$7,300
Traralgon Croquet Club	\$5,385	\$5,600	\$7,800
Jean Galbraith Flora Reserve	\$2,105	\$2,200	\$2,405
Total	\$137,200	\$144,300	\$156,425

COMMUNITY SERVICES

16. COMMUNITY SERVICES

Agenda Item: 16.1

Agenda Item: Location of Morwell Maternal and Child Health Services

Sponsor: General Manager, Community Services

Council Plan Objective: Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens.

Status: For Decision

MOTION

Moved: Cr O'Callaghan

Seconded: Cr McFarlane

That Council:

- 1. Resolves to relocate the Morwell Maternal and Child Health Service to the Morwell Library by the end of 2019; and**
- 2. Supports the implementation of a communication plan which notifies users of the facility and the community of the change in location.**

CARRIED UNANIMOUSLY

Executive Summary:

On 17 June 2019 Councillors were presented with a Briefing Paper which explored the potential options for the future location of the Morwell Maternal and Child Health (MCH) centre.

Discussion at the 20 May 2019 Councillor Briefing identified a preference for the potential site to be located at the Morwell Library and the need for Council officers to explore Morwell Central Primary School as a potential option.

Morwell Central Primary School has since advised they will not have the facilities to accommodate the Morwell MCH service, however they will potentially have the capacity for Morwell MCH to provide an outreach service at the school once the new Early Learning Centre is established in 2020. Council officers are currently

consulting with the Department of Education regarding this.

Following discussion at the 17 June 2019 Councillor Briefing and after analysing all options and reviewing community feedback the preferred option is to relocate the Morwell MCH service to the Morwell Library. It is recognised by officers that the partnership between the Morwell Library and Early Years Services will support community connectedness and provide greater a focus on early childhood literacy.

Officers are now requesting Council make a decision on the future location of the Morwell MCH.

Background:

The Morwell MCH centre relocated to Mid Valley shopping centre in February 2018 from the Council owned site at Vincent Road Morwell. This relocation followed a successful 'pop up' shop trial at the shopping centre in September 2017. Following this trial, the Executive Team approved the relocation of the Morwell MCH centre for a 12 month period. This 12 month lease ended in February 2019 and Council are now in a month by month agreement.

On 19 November 2018 Councillors were presented with a report that provided an update on the Morwell MCH trial relocation to Mid Valley Shopping Centre and were advised that the Morwell MCH service will continue to operate from the Mid Valley shopping centre over the next 6 months, while alternate locations in Morwell were investigated.

Alternative options as well as remaining at the current location have since been explored including returning to Vincent Road, relocating to Morwell Library, relocating to a shop front in Morwell Central Business District (CBD) and co-locating with a health service and these were presented to Council at the Councillor Briefing on 17 June 2019.

These options were presented to the recent users of Morwell MCH for feedback in the form of a survey and the responses provided are included in Attachment 1.

Options

In accordance with the request made at the 20 May 2019 Councillor Briefing, officers have sought advice in relation to the suitability of Morwell Central Primary School as a potential location for Morwell MCH. Advice provided at this stage is that the Morwell MCH service is not able to relocate to this facility as it will not have the capacity for MCH to permanently locate there. An Early Learning Centre is currently being built at the site and is due to open in 2020. This centre will include consulting rooms on site, which are designed to provide several different family support services. A final decision on which support services will be provided from this location has not yet been decided, however, it is intended that consulting rooms will be shared by several services throughout each week. For these reasons this facility is not an option for the relocation of the Morwell MCH service. Officers are currently consulting with the Department of Education regarding MCH services being provided in an outreach capacity at Morwell Central Primary School.

The tables below provide an analysis of the remaining available location options that have been explored:

Relocate to Morwell Library:

Cost	For	Against
<ul style="list-style-type: none"> • Zero rental cost as this is a council owned asset. • Ongoing maintenance and running costs. • Would require initial fit out of approximately \$55K as per below breakdown from Councils Building Maintenance team: <ul style="list-style-type: none"> ○ Plumbing: \$15,000 ○ Cabinetry : \$10,000 ○ Building works: \$25,000 ○ Power and data: \$5,000 	<ul style="list-style-type: none"> • No ongoing rental costs • Has the potential to increase Library participation • Sufficient access to car parking • Has capacity to run group sessions 	<ul style="list-style-type: none"> • Will require fit out of approx. cost of \$55K • Low pedestrian visibility of the service due to location being on the fringe of the CBD • Some families provided negative feedback in relation to this option

Return to Vincent Road:

Cost	For	Against
<ul style="list-style-type: none"> • Zero rental cost as this is a council owned asset. • Ongoing maintenance and running costs. 	<ul style="list-style-type: none"> • Currently an underutilised council asset • Most cost effective option • Sufficient access to car parking • Has capacity to run group sessions • Facility is equipped to provide the service 	<ul style="list-style-type: none"> • Public transport access limited – impact on attendance especially for vulnerable families • Potential for future maintenance costs due to age of building • Low pedestrian visibility of the service due to location being on the fringe of the CBD

Remain at Mid Valley shopping centre:

Cost	For	Against
<ul style="list-style-type: none"> • \$36,423.00 plus GST per annum in a month by month lease + utilities. • Potential for increase in rent during any period with one month's written notice. 	<ul style="list-style-type: none"> • When surveyed 71% of families preferred location for Morwell MCH was at Mid Valley shopping centre • Easily accessible via public transport • Attendance for vulnerable families has improved resulting in nurses doing less outreach visits • Visible; families reminded to make appointments or follow up other Council requests 	<ul style="list-style-type: none"> • Current location is only small and as a result has no space for group sessions • Staff that work there report some grievances with current setup (location to toilet facilities, limited space for nurses consultations, no tea room etc) • Not a Council owned asset so has ongoing rental costs • High potential for Mid Valley shopping centre to need to use current shop due to renovations which would require relocating and potentially paying more rent for an alternative shop within the centre. Any relocation would also require fit out and costs associated would need to be considered • A number of families provided negative feedback about the safety and privacy of this location

Co-locate a room from a local GP Practise/Latrobe Community Health Service (LCHS):

Cost	For	Against
<p>The Healthcare Centre (185-189 Princes Drive Morwell):</p> <ul style="list-style-type: none"> • \$29K a year (\$80 per day per room) all inclusive. • Based on current staffing for Morwell site however this could both increase and/or decrease depending on workload <p>LCHS did not have a space available for rent</p>	<ul style="list-style-type: none"> • Rooms are set up ready to use – no set up costs. • Easily accessible via public transport 	<ul style="list-style-type: none"> • Due to paying per day there would be no program delivery flexibility of swapping of days etc. • Potential for families to have concerns taking babies to a waiting room shared with unwell people who are visiting the doctor • No space for group sessions • Not a council owned asset so has ongoing rental costs

Relocate to Morwell CBD:

Cost	For	Against
<p>215 Princes Drive, Morwell deemed as an appropriate vacant shop (image provided at Attachment 2).</p> <ul style="list-style-type: none"> • \$16,480 pa plus outgoings and plus GST. • Would require initial fit out of approximately \$42,850.00. • Breakdown of fit out costs from Councils Major Projects team attached at Attachment 2 	<ul style="list-style-type: none"> • Neighbouring to other community support services (Mind Australia and Quantum Support Services) • Sufficient access to car parking • Easily accessible via public transport • Visible; families reminded to make appointments or follow up other Council requests • Has capacity to run group sessions 	<ul style="list-style-type: none"> • Will require fit out of approximate cost of \$42,850.00 • Not a council owned asset so has ongoing rental costs • Located on a busy Road with majority of parking on the other side of street
<p>71B George Street, Morwell deemed as an appropriate vacant shop (image provided at Attachment 3).</p> <ul style="list-style-type: none"> • \$33,766 pa plus GST but inclusive of outgoings • Would require initial fit out of approximately \$24,150.00 • Breakdown of fit out costs from Councils Major Projects team attached at 	<ul style="list-style-type: none"> • Sufficient access to car parking • Easily accessible via public transport • Visible; families reminded to make appointments or follow up other Council requests • Has capacity to run group sessions • Has capacity to run immunisation sessions • Modern Building and staff amenities 	<ul style="list-style-type: none"> • Will require fit out of approximate cost of \$24,150.00 • Not a council owned asset so has ongoing rental costs

Attachment 3	<ul style="list-style-type: none"> Location is directly across from a Supermarket and the taxi rank and is within close proximity to Bus terminal 	
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Based on the information presented in the tables above, the community feedback provided in Attachment 1 and the discussion at the 17 June 2019 Councillor Briefing Meeting the Morwell Library is deemed by officers as the most suitable option. This will provide a service that is easily accessible to families who rely on public transport (which is a significant proportion of families in Morwell) and provide opportunity for increased exposure/attendance between both the library and MCH services.

Please note that if Morwell MCH was to relocate to the Morwell Library as the preferred location this will mean that Vincent Road will be a Council asset not being utilised and the future purpose of this building will need to be considered.

Issues:

Strategy Implications

This report aligns with objective five of the Council Plan 2017-2021; 'Provide a connected, engaged and safe community environment, which is improving the wellbeing of all Latrobe City citizens'.

Communication

Officers recently contacted 433 families that are currently using Morwell MCH, via text message seeking input into the future location of MCH in Morwell.

A communication plan would need to be implemented if there was to be any change to the current location of MCH Morwell.

Financial Implications

The financial implications of each of the options are outlined in the table below which indicates the approximate additional known costs to the current operational costs per year for the next five years.

Option	2019/20	2020/21	2021/22	2022/23	2024/25
Vincent Road	\$0	\$0	\$0	\$0	\$0
Mid-Valley	\$40,075	\$40,075	\$40,075	\$40,075	\$40,075
Library	\$55,000	\$0	\$0	\$0	\$0

Princes Drive	\$61,000	\$18,128	\$18,128	\$18,128	\$18,128
George Street	\$61,200	\$37,142	\$37,142	\$37,142	\$37,142

The preferred location of the Morwell Library will incur fit out costs of approximately \$55,000 as outlined above. This amount will be funded by the Family Services existing budget of unspent carry forward capital works grant funds and MCH surplus program funding.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
Possible future rent increase and fit out costs if we were to remain at Mid Valley/have to move shops due to centre renovations.	4 (Likely)	Council would have the opportunity to re explore other options if this was to happen.
There are families who will potentially be dissatisfied with the decision of Council regarding the future location of Morwell MCH.	4 (Likely)	Officers will have a communication plan to ensure that users of the service are kept well informed through the potential relocation process.

Legal and Compliance

Latrobe City Council is currently in a month by month lease agreement for the shop at Mid Valley Shopping Centre after the initial 12 month lease expired on 30 January 2019. To terminate the lease Council would be required to give formal notice as per the terms of the lease (30 days).

Community Implications

There are families who could potentially be dissatisfied with the decision of Council regarding the future location of Morwell MCH and as a result attendance at the service may be impacted.

Environmental Implications

There are no environmental implications associated with this report.

Consultation

Community engagement was recently undertaken in the form of a Survey Monkey which was sent to 433 families who have visited Morwell MCH in the past six months. Of those 433 families who were sent the survey, 75 responses were received.

The survey asked families to rank their preferred MCH Centre location in order of preference and any comments or ideas they had on where Morwell's MCH Centre should be located in future.

The feedback received outlined that 71% of respondents preferred Mid Valley shopping centre as the location for Morwell MCH, however commentary received was both positive and negative around this location. A detailed report of the feedback received is provided at Attachment 1.

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Supporting Documents:

Nil

Attachments

- 1 [↓](#). Community Consultation
- 2 [↓](#). 215 Princes Drive, Morwell
- 3 [↓](#). 71B George Street, Morwell

16.1

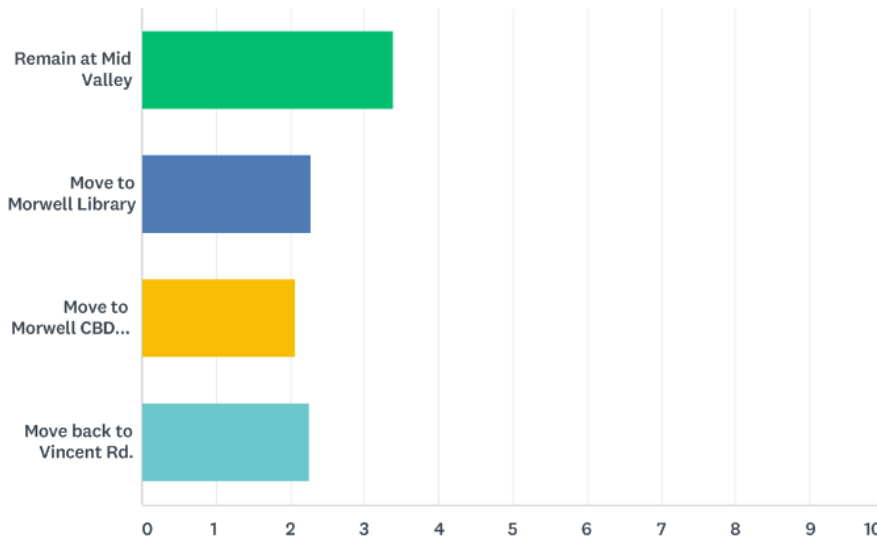
Location of Morwell Maternal and Child Health Services

1	Community Consultation	277
2	215 Princes Drive, Morwell	281
3	71B George Street, Morwell	283

Morwell Maternal and Child Health Service Location

Q1 Please rank your preferred Maternal and Child Health Centre location in order of preference, #1 as your favourite to #4 your least favourite location.

Answered: 75 Skipped: 0



	1	2	3	4	TOTAL	SCORE
Remain at Mid Valley	70.67% 53	9.33% 7	8.00% 6	12.00% 9	75	3.39
Move to Morwell Library	6.67% 5	36.00% 27	36.00% 27	21.33% 16	75	2.28
Move to Morwell CBD (another location)	6.67% 5	26.67% 20	34.67% 26	32.00% 24	75	2.08
Move back to Vincent Rd.	16.00% 12	28.00% 21	21.33% 16	34.67% 26	75	2.25

Morwell Maternal and Child Health Service Location

Q2 Do you have any further comments or ideas on where Morwell's Maternal and Child Health Centre should be located in the future? Please let us know here.

Answered: 57 Skipped: 18

#	RESPONSES	DATE
1	For our family, having the centre on Vincent Road worked best as it gave us privacy for breastfeeding, an in closed area for kids to run around and away from the public area. At midvalley, there are always fights happening as we walk in, its not somewhere that we feel safe to take our young children, and no privacy for breastfeeding. There are also lots of sick people walking around which is not safe for children under 6 weeks who haven't been vaccinated yet. Midvalley is not ideal at all. Vincent Road is practical for all as there is lots of parking space and a bus stop out the front.	4/2/2019 2:47 PM
2	No	3/22/2019 5:33 PM
3	It would be great for their to be a early years hub- possibly connected to a day care centre or other services where families can go for more than one need	3/21/2019 5:22 PM
4	No	3/21/2019 12:42 PM
5	Midvalley is central and easy to get to. Never too busy. Always find a car park and buses to there easily	3/21/2019 11:44 AM
6	Mid valley shopping centre offers so much convenience! I can make one stop to get multiple things done. Having to get 3 kids aged 4 and under in and out of the car more than once is a pain. So if I need the supermarket/big w/chemist it's all there and I only have to get them in and out of the car once! Plus my kids LOVE the actual space where it is. They head straight for the activities on the wall, it's a fantastic set up!	3/21/2019 11:42 AM
7	It's good at midvalley as you can go and than do your shopping or that too	3/21/2019 10:38 AM
8	Somewhere that there is more room in the appointment rooms. Midvalley is good location just tiny rooms and not enough space for a pram to get in and out	3/21/2019 9:04 AM
9	No	3/21/2019 8:16 AM
10	I'm happy where it is	3/21/2019 8:08 AM
11	Mid valley all the time	3/21/2019 8:07 AM
12	Mid valley is a great location	3/21/2019 8:06 AM
13	No	3/21/2019 8:05 AM
14	No	3/5/2019 8:05 PM
15	none	3/4/2019 12:34 PM
16	the people that work here are so lovely and professional.. that I would go anywhere to visit tgem	3/3/2019 7:51 AM
17	The latrobe community health care centre. Buckley st.	3/2/2019 7:25 PM
18	Great location at Mid valley, public transport is direct.	3/2/2019 1:35 PM
19	Kept at midvalley shopping centre	3/1/2019 9:58 AM
20	No	2/28/2019 8:28 PM
21	Somewhere easily accessible by public transportation.	2/28/2019 7:36 PM
22	I like the location of mid valley, as you can work the appointments around your shopping, however I did enjoy Vincent rd, you could sit and have a cuppa with mother's group or know that others couldn't over hear you talking about your baby issues.	2/28/2019 6:38 PM
23	It should be left at Midvalley(should probably take out the child sized sinks from the rooms though	2/28/2019 5:30 PM

Morwell Maternal and Child Health Service Location

24	It would be nice to have more of a homey space in morwell like traralgon..	2/28/2019 2:58 PM
25	I think its on right place	2/28/2019 2:45 PM
26	I wouldn't go if it wasn't at mid valley	2/28/2019 2:00 PM
27	Potentially near Latrobe health services. Church st/buckley st area	2/28/2019 1:57 PM
28	No	2/28/2019 1:57 PM
29	The current facility at Mid Valley is not big enough for a consultation. It also does not allow any privacy as you can here between the thin walls. It does not offer a safe and enclosed space for older children to play whilst waiting for appointments and has very little room for children to be measured weighed or properly assessed especially at the 4yo visit.	2/28/2019 1:56 PM
30	I will not attend with my children again whilst this service is at midvalley which is so unfortunate as Liz and the girls are a fantastic resource for young Mums. I have witnessed an assault on one occasion at the ATM entrance near bus stop (closest to the MCHN rooms) and on another occasion have had to avoid teens swearing and fighting out from of the reject shop which we have to walk past to get to the MCHN. It is unsafe. The library next to centrelink would be equally as unsafe as this is a frequent hangout area of questionable people also. Having it removed from the busy areas at vincent road is the safest for both the parents, as well as the infants who are to yet fully immunised so that parents arent forced to expose them to populated areas and hope that they do not get sick. The privacy for new Mums vreastfeeding at Vincent road location is a major factor in feeling secure I believe.	2/28/2019 1:54 PM
31	You definitely need to consider easy parking with mums	2/28/2019 1:54 PM
32	Move it somewhere in the Morwell CBD to occupy/utilise one of the many empty business spaces.	2/28/2019 1:53 PM
33	Midvalley has been really handy. It's hard enough to get out of the house sometimes but once there it's easy to grab groceries or a coffee & also have the parents room available there too.	2/28/2019 1:53 PM
34	Somewhere where there is toilets close by/in the same building for toddlers/ siblings	2/28/2019 1:50 PM
35	Somewhere down Midvalley end of Morwell.	2/28/2019 1:48 PM
36	Not near centerlink as I hate going near there with my baby	2/24/2019 5:08 PM
37	Midvalley shopping centre is a good location as mums and carers can go to maternal health center and do shopping bills ect all in the one place	2/21/2019 6:51 PM
38	Remain at midvally	2/19/2019 8:31 PM
39	.	2/19/2019 4:36 PM
40	.	2/19/2019 2:21 PM
41	Nil	2/19/2019 2:11 PM
42	Midvalley is the most central place and easily accessible for all	2/19/2019 1:03 PM
43	Somewhere not too busy and has plenty of parking close by	2/19/2019 12:56 PM
44	I feel midvalley or morwell cbd are great options due to easy access for people relying on public transportation. I personally drive and find midvalley the best possible location due to the shops if I need anything it's only one stop over.	2/19/2019 12:56 PM
45	No	2/19/2019 12:50 PM
46	Nothing further	2/19/2019 12:41 PM
47	Perfect where it is	2/19/2019 12:31 PM
48	I don't like having the centre in Midvalley, I'd much prefer it at its own location. As a new parent the last thing you want to do is take your newborn to Midvalley where you bump into everyone, would much rather it's own location.	2/19/2019 12:26 PM
49	consider public transport and car parking.	2/19/2019 12:24 PM
50	N9	2/19/2019 12:20 PM

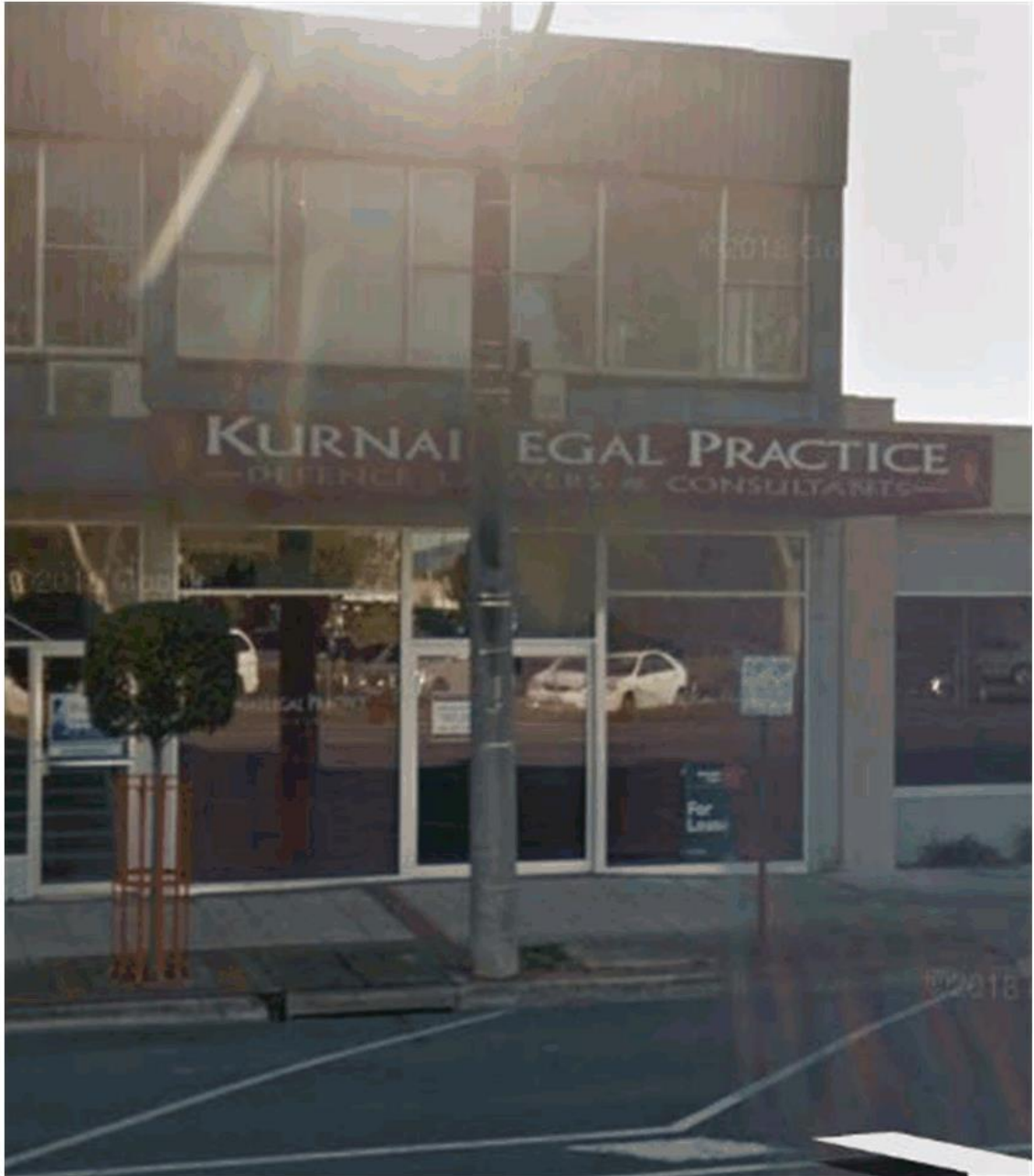
Morwell Maternal and Child Health Service Location

51	I like it at mid valley - sometimes it's an effort to get baby in and out of car so to go to mid valley for An appointment and then be able to do some shopping and pick up groceries all at the time time is great as baby is settled and less times in and out of the car. It's also easily accessible for people who can't drive.	2/19/2019 12:19 PM
52	Stay at Midvalley as it's easier too get too	2/19/2019 12:18 PM
53	Not sure but somewhere there is more room	2/19/2019 12:17 PM
54	I think either mid valley or right in the cbd of Morwell would be the best options as it is a lot easier for those without licenses	2/19/2019 12:17 PM
55	No	2/19/2019 12:16 PM
56	Midvalley is great. I can do more than 1 thing with 1 car trip. Its easy	2/12/2019 12:02 PM
57	no	2/12/2019 11:10 AM

ITEM	DESCRIPTION	PRICE
Estimate- 215 Princess Drive Morwell		
1.	Preliminaries	\$
2.	Building permit if required	\$ 500
3.	Sub Consultants Drafting if Required	\$2500
4.	Plumbing	\$15000
5.	Foundations Concrete cutting for waste	\$4200
6.	Fixtures and Fittings bench and sinks	\$2000
7.	Carpentry Demo and install new wall	\$4500
7.	Plastering	\$2000
9.	Painting Internal walls and doors (If Required)	\$5000
10.	Glazing Film on windows	\$0
11.	Floor coverings patch (Carpet)	\$2500
12.	Tiling (If required)	\$600
13.	Electrical Tidy up cables and extra power points exit sign	\$1500
14.	Essential Service (Fire Extinguisher)	\$1000
15.	Other- Lock smith, HVAC,	\$1500
LUMP SUM AMOUNT		\$42,850.00

NOTE: All above prices are to be exclusive of GST.

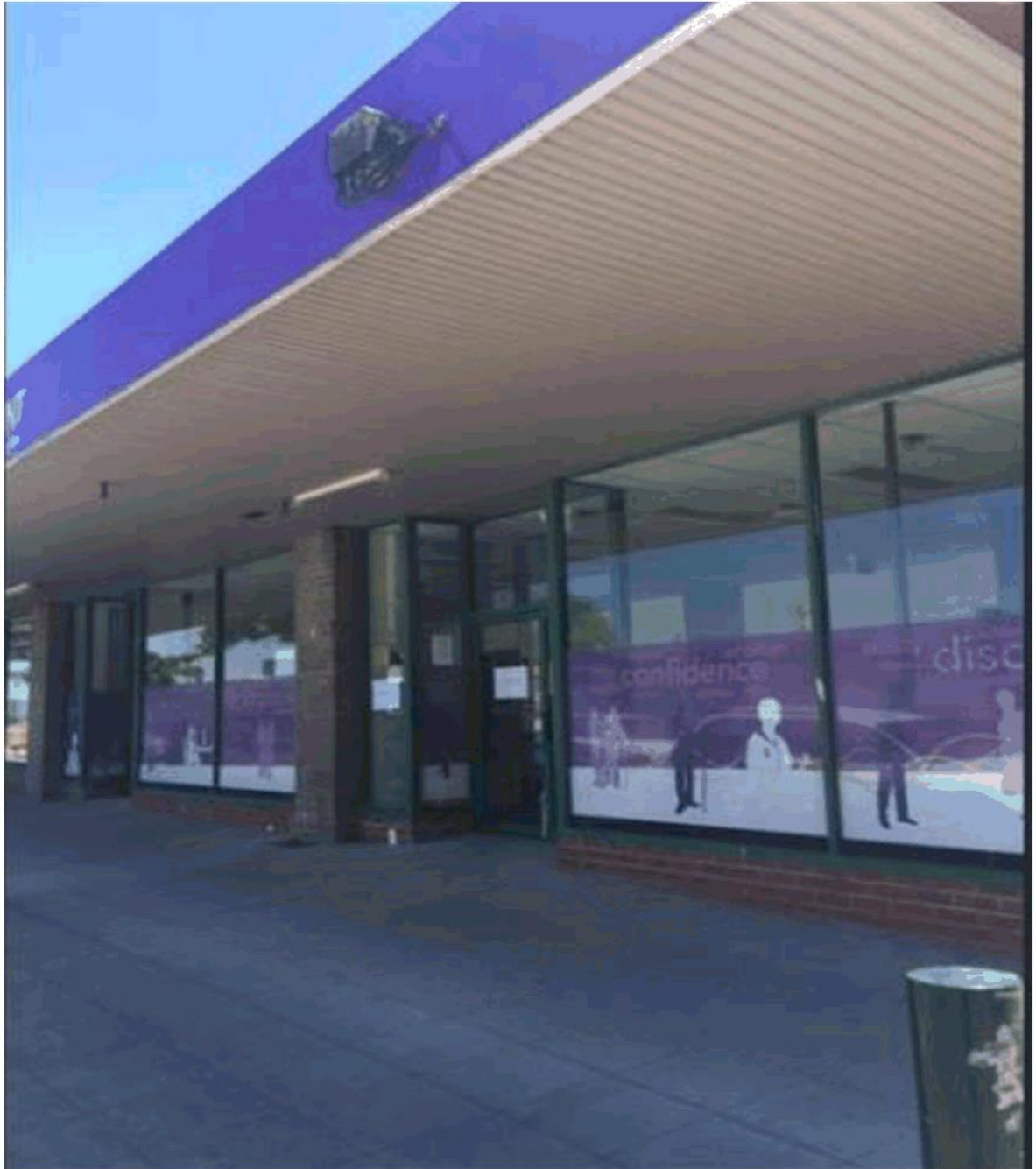
- May be cheaper if Building Maintenance is engaged to do works.
- Discussion with LCC building surveyor permit may not be required, they will need to inspect just to make sure they are ok with compliance.
- Allow 10% On estimate
- Depending on carpet allow to patch not replace.
- If electrical switchboard needs to be upgraded allow \$8000.



ITEM	DESCRIPTION	PRICE
Estimate- 71 B George Street, Morwell		
1.	Preliminaries	\$
2.	Building permit (if required)	\$ 500
3.	Sub Consultants Drafting (if Required)	\$800
4.	Plumbing	\$4000
5.	Foundations Concrete cutting for waste	\$2500
6.	Fixtures and Fittings bench and sinks	\$1000
7.	Carpentry Demo and install new wall	\$2500
7.	Plastering	\$1000
9.	Painting Internal walls and doors	\$3500
10.	Glazing Film on windows	\$2000
11.	Floor coverings patch	\$750
12.	Tiling If required	\$600
13.	Electrical Tidy up cables and extra power points exit sign	\$1500
14.	Essential Service (Fire Extinguisher)	\$1000
15.	Other- Lock smith, HVAC, replace several ceiling tiles	\$2500
LUMP SUM AMOUNT		\$24,150.00

NOTE: All above prices are to be exclusive of GST.

- May be cheaper if Building Maintenance is engaged to do works.
- Discussion with LCC building surveyor permit may not be required, they will need to inspect just to make sure they are ok with compliance.
- Allow 10% on top of price



CORPORATE SERVICES

17. CORPORATE SERVICES

Agenda Item: 17.1

**Agenda Item: Long Term Lease - AusNet Electrical Services
Substation - Traralgon Sports Stadium
Redevelopment.**

Sponsor: General Manager, Corporate Services

Council Plan Objective: Ensure Council operates openly, transparently and responsibly.

Status: For Decision

Cr Darrell White left the meeting due to a declared interest, the time being 07:36pm.

Cr Darrell White returned to the meeting, the time being 07:38pm.

MOTION

Moved: Cr Howe

Seconded: Cr Harriman

That Council:

- 1. Authorises the Chief Executive Officer to commence the statutory process required under sections 190 and 223 of the *Local Government Act 1989* by giving public notice and inviting written submissions concerning its intention to consider leasing land to AusNet Electrical Services Pty Ltd, for a term of 30 years to construct and commission an electrical substation in Garibaldi Street at the Traralgon Sports Stadium, and**
- 2. If written submissions are received, authorises the Chief Executive Officer to:**
 - a) fix the date of the Ordinary Council Meeting to consider submissions in accordance with section 233 of the *Local Government Act 1989*, and**
 - b) notify all submitters wishing to be heard of the time and place of the Ordinary Council Meeting at which Council will consider relevant submissions; or**
- 3. If no written submissions are received, forms the opinion that the area of land being approximately ten metres by six metres, located in**

Garibaldi Street at the Traralgon Sports Stadium, is not reasonably required for community use and authorises the Chief Executive Officer to enter into a 30 year lease with AusNet Electricity Services Pty Ltd.

CARRIED UNANIMOUSLY

Executive Summary:

As part of the Traralgon Sports Stadium Redevelopment (the Sports Stadium), it is necessary for AusNet Services Pty Ltd to upgrade the electrical supply connection to the regional sports facility.

Before proceeding with this upgrade, AusNet Services require a 30 year lease of approximately 50 square metres of land in Garibaldi Street on the western side of the existing stadium.

Before Council can lease land for 30 years, section 190 of the *Local Government Act 1989* requires Council to give at least four weeks prior public notice of the potential lease, invite and consider any written submissions received.

AusNet Services has prepared a draft lease in accordance with the *Electricity Industry Act 2000 (Vic)* and the *Electricity Industry (Residual Provisions) Act 1993*.

Background:

The Sports Stadium redevelopment will require AusNet Services to upgrade the electricity supply connection. This will require the construction and commissioning of a new electrical substation.

The proposed location of this electrical substation is approximately 6.75 metres from the western intersection of Garibaldi and Catterick Crescent as shown marked on the attached aerial image, refer [Attachment One](#).

AusNet Services are offering to pay a nominal rental of 10 cents, payable on demand, including GST

Issues:

Strategy Implications

Objective 6 of the 2017/2021 Council Plan: Ensure Council operates openly, transparently and responsibly.

Communication

Council officers have engaged with representatives of AusNet Services to discuss the proposed electricity connection requirements required for the redevelopment of the Traralgon Sports Stadium.

Financial Implications

AusNet Services are offering to pay a nominal rental of 10 cents, payable on demand, including GST.

Council requires and benefits from the upgrade to electrical supply connection and the payment of a nominal rental is to satisfy the requirements of a legally binding commitment between parties.

Risk Analysis

Identified risk	Risk likelihood*	Controls to manage risk
Failure to enter into a long term with AusNet Services may prevent the upgrade of the electricity connection to the Redeveloped Traralgon Sports Stadium.	5 – Almost Certain	Complete the statutory process to allow Council enter into the 30 year lease.

Legal and Compliance

190 Restriction on power to lease land

- (1) A Council's power to lease any land to any person is limited to leases for a term of 50 years or less.
- (2) Subject to any other Act, if a Council leases any land to any person subject to any exceptions, reservations, covenants and conditions, it must comply with this section.
- (3) If the lease is to be—
 - (a) for 1 year or more and—
 - (i) the rent for any period of the lease is \$50 000 or more a year; or
 - (ii) the current market rental value of the land is \$50 000 or more a year; or
 - (b) for 10 years or more; or
 - (c) a building or improving lease—

the Council must at least 4 weeks before the lease is made publish a public notice of the proposed lease.
- (4) A person has a right to make a submission under section 223 on the proposed lease.

Community Implications

The installation and commissioning of a new electrical substation at the location near the western intersection Catterick Crescent and Garibaldi Street may have a visual impact in the immediate area.

Environmental Implications

The mature oak trees in close proximity to the proposed electrical substation will be retained.

Consultation

Subject to Council adopting the report recommendation, written submissions will be invited by:

1. A Public Notice published in the Latrobe Valley Express,
2. Letters to the Kosciuszko Street Primary School and property owners / occupiers opposite the Traralgon Sports Stadium,
3. Notice displayed at Council's Corporate Headquarters and Traralgon Library/Service Centre,
4. Details placed on the Latrobe City Council website,

Any submissions received would be considered in accordance with section 223 of the *Local Government Act 1989* at a future meeting of Council.

Other

Nil.

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Supporting Documents:

Nil.

Attachments

1 [↓](#). Aerial Image - Ausnet Lease Area

17.1

Long Term Lease - AusNet Electrical Services Substation - Traralgon Sports Stadium Redevelopment.

1	Aerial Image - Ausnet Lease Area	291
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Aerial Image Traralgon Sports Stadium - Approximate Lease Area



Agenda Item: 17.2

Agenda Item: Establishment of Road and Place Name Advisory Committee

Sponsor: General Manager, Corporate Services

Council Plan Objective: Ensure Council operates openly, transparently and responsibly.

Status: For Decision

MOTION

Moved: Cr Gibson

Seconded: Cr White

That Council:

- 1. establishes the Road and Place Name Advisory Committee (“the Committee”);**
- 2. adopts the attached Terms of Reference for the Committee; and**
- 3. appoints the Mayor and Councillors Harriman, Gibson and McFarlane to the Committee.**

CARRIED UNANIMOUSLY

Executive Summary:

Council receives regular requests to name or rename roads, parks, open spaces and buildings. Council also regularly constructs new buildings, including now the major new buildings of the aquatic centre and a new theatre, which are naming opportunities in whole and also of their parts.

The Committee, comprising the Mayor, up to 3 Councillors and a representative of the Gunaikurnai Land and Waters Aboriginal Corporation will assist Council in determining and approving a road or place name.

The decision to allocate a road or place name will be made by Council.

Background:

One of the first tasks of the Committee will be to assist Council in reviewing the current road naming policy (set out in a Council Resolution of August 2012) and formulating a place naming policy.

Road Naming

Council is a Naming Authority under the *Geographic Place Names Act 1998* and is required to resolve all road names in the municipal district.

Council regularly receives requests from the community to name and occasionally to rename roads, with new roads being regularly formed.

The naming of roads plays a significant role in orientation, communication and administration as well as providing records of historical or cultural value.

Many aspects of road naming are highly regulated and any name must conform to the Guidelines for Geographic Names 2010.

In August 2012 the following Council resolution was made:

1. That the naming of all future road/street/court/lane or similar civic features in Latrobe City be done by Council officers using a Council approved database.
2. That Council seek public input and advice from Latrobe City based Historical Societies and RSL Branches on suitable names for such a database.
3. That the database be updated every five years using input as outlined above.
4. That preference be given to database suggestions that honour;
 - The names of individuals or organisations that have significantly contributed to the community development of the area now known as Latrobe City.
 - The names of those from the area now known as Latrobe City who served Australia and its' allies during wartime.
 - Significant incidents in Gippsland, Victorian and Australian history.
 - The names of those who have assisted in the development of the cultural and sporting life of the area known as Latrobe City, including those who have achieved Local, State or National recognition.

Place Naming

Council receives occasional requests to name or rename parks, open spaces and buildings. Council also regularly constructs new buildings, including now the major new buildings of the aquatic centre and a new theatre, which are naming opportunities in whole and also of the parts, often in conjunction with sponsorship.

Council does not currently have a place naming policy.

The naming of geographic places may be subject to the requirements of the Registrar of Geographic Names but there are no particular legal requirements applying to the naming of buildings.

Reasons for Proposed Resolution:

Naming plays a significant role in orientation, communication and administration as well as providing records of historical or cultural value. The Committee will assist Council in making the best decision in relation to a road or place naming or renaming proposal.

Issues:

Strategy Implications

Names are an important navigation and reference tool, with a value that extends beyond wayfinding. Names reflect our community's values and history while also embracing our future and aspirations.

Communication

No specific communication is proposed in relation to the establishment of the Committee but it is expected that consultation will occur in relation to any naming proposal.

Financial Implications

Financial implications for place or road names will generally be limited to the costs of signage. In relation to a change of name, consideration will be given to the costs of new signage, updating maps and associated collateral.

The naming of roads or buildings or parts thereof may be an opportunity to raise money to offset the costs of construction or operation.

Risk Analysis

The establishment of the Committee will reduce the risks of an inappropriate name being selected.

Legal and Compliance

The names of any place may need to conform to regulatory requirements.

Community Implications

Names help to understand our community's demographics, environments and values.

Council may be custodian of names where the link to living memory has been lost.

Environmental Implications

There are no environmental implications with the adoption of these policies.

Consultation

There is no consultation proposed in relation to the establishment of the Committee but consultation will occur in relation to each place or road name proposal.

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Supporting Documents:

Council Policy Development Policy

Attachments

1 [↓](#). Road and Place Name Advisory Committee Terms of Reference

17.2

Establishment of Road and Place Name Advisory Committee

- 1 Road and Place Name Advisory Committee Terms of Reference 297

Road and Place Name Advisory Committee

Terms of Reference



DRAFT June 2019





CONTENTS:

1. **Establishment of the Committee**
2. **Objectives**
3. **Membership**
 - Composition of the Committee
 - Selection of members and filling of vacancies
 - Co-option of members
 - Resignations
4. **Proceedings**
 - Chair
 - Meeting Schedule
 - Meeting procedures
 - Quorum
 - Voting
 - Minutes
 - Reports to Council
5. **Review of Committee and Duration of the Committee**
6. **Authority and Compliance Requirements**



1 Establishment of the Committee

- 1.1 The Road and Place Committee (hereinafter referred to as “the Committee”), is a formally appointed Advisory Committee of Latrobe City Council for the purposes of the Local Government Act 1989.
- 1.2 The membership of this Committee and these Terms of Reference will be adopted by resolution of Latrobe City Council at an Ordinary Council Meeting.

2 Objectives

- 2.1 The Committee’s role is to report to the Council and provide appropriate advice, information and feedback on matters relevant to this Terms of Reference in order to facilitate decision making by the Council in relation to the discharge of its responsibilities.
- 2.2 The Committee has no powers or authority delegated to it by the Council or the organisation.
- 2.3 The Committee is established to:
 - 2.3.1 The Committee’s primary role is to provide indicative guidance in response to road and place naming or renaming proposals and advice, information and feedback to the Council in relation to road and place naming.
 - 2.3.2 Provide any indicative guidance to a road and place naming or renaming proposal, the secretary must ensure the communication to the interested parties advises the approval is indicative only, not binding on Council and Council’s decision is final
- 2.4 The Committee will carry out the following in order to achieve the objectives set:
 - 2.4.1 The Committee will:
 - 2.4.1.1 Compile a list of road and place naming principles for consideration by Council and suggest changes as required;
 - 2.4.1.2 Maintain a register of suitable road names conforming to the road naming principles;
 - 2.4.1.3 Provide initial guidance on the suitability of road and place naming or renaming proposals and where required authorise the release of a proposed name for consultation with the community or part thereof;



2.4.1.4 Recommend road and place naming or renaming proposals to Council;

2.4.1.5 Provide oversight on the implementation of road and place names by Council; and

2.4.1.6 Develop and propose policies and changes to policies in relation to road and place naming for approval by Council or the organisation as appropriate.

2.4.1.7 The Committee will undertake any other activities relating to these Terms of Reference or as requested by Council.

2.4.1.8 The Committee may establish sub committees to undertake specific tasks as required.

2.4.2 Policy and Strategy Development

2.4.2.1 Provide advice as part of a policy, strategy (or other relevant document) review or development processes as required from time to time.

2.4.3 Perform other activities related to this Terms of Reference as requested by the Council.

3 Membership

Composition of the Committee

3.1 The Committee shall comprise of up to 5 members, being:

3.1.1 The Mayor (Chair);

3.1.2 Up to three Councillors appointed annually by Council; and

3.1.3 a representative of the Gunaikurnai Land and Waters Aboriginal Corporation.

The Committee will be supported by an Officer of Council's Governance and Property function acting as Committee secretary.

Term of appointment

3.2 Members of the Committee will be appointed annually or from time to time as vacancies arise.



Selection of members and filling of vacancies

- 3.3 Where a Councillor vacancy occurs during the term of appointment, the Mayor will appoint a Councillor to fill the vacancy. Where a vacancy is filled in this way, the appointment is limited to the remainder of the original term of appointment.

Co-option of members

- 3.4 With the approval of the Chair, the Committee may invite other individuals to participate in the proceedings of the Committee on a regular or an occasional basis and including in the proceedings of any sub-committees formed.

Resignations

- 3.5 A resignation from a member of the Committee must be submitted in writing to the Chair of the Committee.

4 Proceedings

Chair

- 4.1 The Mayor or the Mayor's delegate in the absence of the Mayor will chair the meeting.

Meeting schedule

- 4.2 The Committee will determine its meeting schedule for each year (which may include that it will only meet as required) and the time of each meeting.

Meeting procedures

- 4.3 The secretary will be responsible for keeping and producing minutes of the Committee meetings.
- 4.4 Committee meetings will follow standard meeting procedure as identified in any guidance material provided by the Council and following the order of business as outlined in the standard format for an agenda contained in the Appendix.
- 4.5 At least 48 hours before the scheduled Committee meeting, the agenda for the meeting must be distributed to all Committee members.
- 4.6 All committee meetings and records are considered confidential and may be designated as confidential in accordance with section 77 of the Act.
- 4.7 All discussion, including any advice, recommendations and proposals must be directed through the Chair.



Quorum

- 4.8 At least two Councillors in attendance at a meeting of the Committee constitutes a quorum.
- 4.9 If at any Committee meeting a quorum is not present within 30 minutes after the time appointed for the meeting, the meeting shall be deemed adjourned.

Voting

- 4.10 Unless a vote is necessary to determine a majority position reached by the Committee, there will be no formal voting process and resolution will be achieved by consensus.

Minutes of the Meeting

- 4.11 The secretary must ensure that minutes of each meeting are kept.
- 4.12 The Minutes must include the information outlined in the standard format for Minutes contained in the Appendix.
- 4.13 As each Committee meeting is considered an Assembly of Councillors¹, a record of the meeting must be submitted to the Council in accordance with the requirements of the Act.²
- 4.14 A copy of the Minutes must be distributed to all Committee members, including alternative representatives, within 10 working days of the meeting

Reports to Council

- 4.15 With the approval of the Chair, a report to Council should reflect a consensus position, but where consensus cannot be reached, the report should clearly outline any differing points of view.
- 4.16 Reports to Council will be co-ordinated through the secretary following the usual procedure of reports to Council.

5 Review of Committee and Duration of the Committee

- 5.1 A review of the Committee must take place every four years.

¹ An Assembly of Councillors is defined in the Act as including a meeting of an advisory committee of the Council if at least one Councillor is present. See *Local Government Act 1989* - section 3 (for the definition) and section 80A (for reporting requirements).

² The minutes of Advisory Committee meetings are required to be stored in Council's ECM records management system.



- 5.2 The review must consider:
 - 5.2.1 Whether there is a demonstrated need for the Committee to continue, and
 - 5.2.2 Any other relevant matter.
- 5.3 The review, to be undertaken by the Committee, will seek input from Council and other relevant stakeholders.

6 Authority and Compliance Requirements

- 6.1 The Committee is a consultative committee only and has no executive powers nor does it have any delegated decision making or financial authority.
- 6.2 The Committee must comply with the Assembly of Councillor provisions provided for in the Local Government Act 1989.
- 6.3 Failure to comply with the provisions outlined in this Terms of Reference may result in termination of the Member's appointment.



Appendix 1: Agenda Template



[Name] Advisory Committee			
Meeting Day, XX Month Year			
Time Commencing: 00:00am/pm Expected Finish Time: 00:00am/pm			
Location: (include specific meeting room and address)			
<i>NOTE: in accordance with Section 80 of the Local Government Act 1989 for each meeting that a Councillor is in attendance an Assembly of Councillors record must be completed and tabled at the next practicable Council Meeting.</i>			
AGENDA ITEMS			
No.	Item	Responsible Officer	Attachment
1.	Welcome & introduction	Chair	N/a
2.	Apologies	All	
3.	Declarations of Interest	All	
	<i>Members of the Committee are to declare any Conflicts of interest or any interests in matters listed on the agenda</i>		
4.	Confirmation of Minutes		
	<i>Confirmation of the previous minutes of the meeting.</i>		
5.	Matters arising from previous meeting	All	
	<i>Review of action progress from previous meetings</i>		
6.	Items for Consideration		
	<i>Matters being presented for discussion in accordance with the terms of reference</i>		
	•		
	•		
	•		
	•		
7.	General Business		
	•		
	•	All	
	•		



Appendix 2: Minutes Template



<p>[Name] Advisory Committee Minutes</p> <p>Meeting Day, XX Month Year Time Commenced: 00:00am/pm Finish Time: 00:00am/pm Location: (include specific meeting room and address)</p> <p>Meeting Chair: < Name ></p>			
<p><small>NOTE: In accordance with Section 80 of the Local Government Act 1989 for each meeting that a Councillor is in attendance an Assembly of Councillors record must be completed and tabled at the next practicable Council Meeting.</small></p>			
No.	Item	Responsible Person	Timeframe
1.	Present		
2.	Apologies		
3.	Interest Disclosures		
	<p><i>Members of the Committee declare any Conflicts of interest or Interests in matters discussed at the meeting.</i></p> <p>The following members of the Committee declared a Conflict of Interest at the meeting and left the meeting whilst the matter was being discussed:</p> <p><Name> ,Time left 00:00am/pm, Time returned 00:00am/pm</p> <p><Name> ,Time left 00:00am/pm, Time returned 00:00am/pm</p> <p><Name> ,Time left 00:00am/pm, Time returned 00:00am/pm</p>		



[Name] Advisory Committee Minutes

Meeting Day, XX Month Year
 Time Commenced: 00:00am/pm Finish Time: 00:00am/pm
 Location: (include specific meeting room and address)

Meeting Chair: < Name >

NOTE: In accordance with Section 80 of the Local Government Act 1989 for each meeting that a Councillor is in attendance an Assembly of Councillors record must be completed and tabled at the next practicable Council Meeting.

No.	Item	Responsible Person	Timeframe
4.	Confirmation of Minutes		
	<i>That the minutes of the meeting held on [Date] of the [Name] Advisory Committee be confirmed.</i>		
5.	Matters arising from previous meeting		
	<i>List the item and action agreed and assign any follow up actions and expected timeframes</i>		
	1. Item Heading Action(s): • •		
	2. Item Heading Action(s): • •		
6.	Items for Consideration		
	<i>List the item and action agreed as per agenda and assign any follow up actions and expected timeframes</i>		
	1. Item Heading Action(s): •		
	2. Item Heading Action(s): •		





[Name] Advisory Committee Minutes

Meeting Day, XX Month Year
 Time Commenced: 00:00am/pm Finish Time: 00:00am/pm
 Location: (include specific meeting room and address)

Meeting Chair: < Name >

NOTE: In accordance with Section 80 of the Local Government Act 1989 for each meeting that a Councillor is in attendance an Assembly of Councillors record must be completed and tabled at the next practicable Council Meeting.

No.	Item	Responsible Person	Timeframe
	3. Item Heading Action(s): •		
7.	General Business		
	<i>List the item and action agreed and assign any follow up actions and expected timeframes</i> 1. Item Heading Action(s): • 2. Item Heading Action(s): •		

Next Meeting: <Provide details of the next meeting date, time and location>.



Agenda Item: 17.3

Agenda Item: Tabling of 'Assembly of Councillors' Records

Sponsor: General Manager, Corporate Services

Council Plan Objective: Ensure Council operates openly, transparently and responsibly.

Status: For Information

MOTION

Moved: Cr Gibson

Seconded: Cr Law

That Council receives and notes the Assembly of Councillors records tabled for the period 19 March 2019 to 11 June 2019.

CARRIED UNANIMOUSLY

Executive Summary:

The following Assembly of Councillor records have been submitted for tabling since the last ordinary Council meeting:

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
19 March 2019	Traralgon Sports Stadium Redevelopment Project Reference Group	Councillors Cr Harriman Cr Clancey Cr Howe Officers Larry Sengstock Bianca James	Yes - Section 89(2)(e) Proposed developments	Nil
21 March 2019	Tourism and Major Events Advisory Committee	Councillors Cr McFarlane Cr White OAM Cr Howe Cr Gibson Officers Gail Gatt Jo DeJong	Yes – Section 89(2)(a) Personnel matters	Nil

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
14 May 2019	Traralgon Sports Stadium Redevelopment Project Reference Group	Councillors Cr Harriman Cr Clancey Officers Larry Sengstock Bianca James Brian Feltham	Yes - Section 89(2)(e) Proposed developments Section 89(2)(h) Prejudicial matters	Nil
20 May 2019	Councillor Briefing	Councillors Cr McFarlane Cr Middlemiss Cr White OAM Cr Harriman Cr O'Callaghan Cr Clancey Cr Law Cr Gibson Officers Steve Piasente Kate Kerlake Gail Gatt Greg Drumm Larry Sengstock Marcus Stone Louise McKendry	Yes - Section 89(2)(e) Proposed developments Section 89(2)(h) Prejudicial matters	Yes – Cr Harriman
22 May 2019	Latrobe City Sports and Entertainment Stadium Project Reference Group Meeting	Councillors Cr McFarlane Cr Middlemiss Officers Larry Sengstock Geoff Derham Lauren Dinsdale	Yes - Section 89(2)(e) Proposed developments	Nil

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
27 May 2019	Councillor Briefing	Councillors Cr McFarlane Cr Middlemiss Cr Harriman Cr Howe Cr Clancey Cr Law Cr Gibson Officers Steve Piasente Kate Kerlake Gail Gatt Greg Drumm Larry Sengstock Marcus Stone	Yes – Section 89(2)(d) Contractual matters Section 89(2)(e) Proposed developments Section 89(2)(h) Prejudicial matters	Nil
28 May 2019	Ted Summerton Reserve Project Reference Group	Councillors Cr Law Cr Gibson Officers Larry Sengstock Lauren Dinsdale Geoff Derham	Yes - Section 89(2)(e) Proposed developments	Yes – Cr Law
30 May 2019	Gippsland Regional Aquatic Centre Project Reference Group	Councillors Cr Howe Cr Law Officers Larry Sengstock Luke McGrath Tania Eleftheriou	No	Yes – Cr Law
05 June 2019	Moe Southside Community Precinct Advisory Committee	Councillors Cr Law Officers Simon Clark	No	Nil

Date	Assembly Details	In Attendance	Confidential	Declarations of Interest
05 June 2019	Traralgon Sports Stadium Redevelopment Project Reference Group	Councillors Cr Harriman Cr Clancey Officers Larry Sengstock Shay Ferguson Brian Feltham Bianca James	Yes - Section 89(2)(e) Proposed developments Section 89(2)(h) Prejudicial matters	Nil
11 June 2019	Latrobe Creative Precinct Project Reference Group	Councillors Cr Clancey Cr Law Officers Clint Hong Trevor Dando Andrea Stanlake	Yes – Section 89(2)(d) Contractual matters	Nil

Declaration of Interests:

Officers preparing this report have declared they do not have a conflict of interest in this matter under the provisions of the *Local Government Act 1989*.

Reasons for Proposed Resolution:

The attached *Assembly of Councillors* records have been submitted for tabling.

Section 80(A)2 of the *Local Government Act 1989* states 'The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as is practicable - (a) reported at an ordinary meeting of the Council; and (b) incorporated in the minutes of that Council meeting'.

Attachments

1. Traralgon Sports Stadium Redevelopment Project Reference Group
2. Tourism and Major Events Advisory Committee
3. Traralgon Sports Stadium Redevelopment Project Reference Group
4. Councillor Briefing
5. Latrobe City Sports and Entertainment Stadium Project Reference Group
6. Councillor Briefing
7. Ted Summerton Reserve - Project Reference Group
8. Gippsland Regional Aquatic Centre Project Reference Group
9. Moe Southside Community Precinct Advisory Committee
10. Traralgon Sports Stadium Redevelopment Project Reference Group
11. Latrobe Creative Precinct Project Reference Group

17.3

Tabling of 'Assembly of Councillors' Records

1	Traralgon Sports Stadium Redevelopment Project Reference Group.....	313
2	Tourism and Major Events Advisory Committee	317
3	Traralgon Sports Stadium Redevelopment Project Reference Group.....	320
4	Councillor Briefing	324
5	Latrobe City Sports and Entertainment Stadium Project Reference Group.....	328
6	Councillor Briefing	331
7	Ted Summerton Reserve - Project Reference Group	335
8	Gippsland Regional Aquatic Centre Project Reference Group.....	338
9	Moe Southside Community Precinct Advisory Committee.....	341
10	Traralgon Sports Stadium Redevelopment Project Reference Group.....	344
11	Latrobe Creative Precinct Project Reference Group	348



Assembly of Councillors Record

Assembly details:	Traralgon Sports Stadium Redevelopment Project Reference Group
Date:	19 March 2019
Time:	5.30 - 6.30
Assembly Location:	Latrobe Room - Traralgon Service Centre 34-38 Kay Street, Traralgon

In Attendance

Councillors: Arrival / Departure Time:	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input checked="" type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input checked="" type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
Officer/s:	Bianca James, Larry Sengstock		
Matters discussed:	<p>Catterick Crescent Sports Pavilion - Confidential under Section 89(2)(e) Proposed Developments; & (h) any other matter which the Council or Special Committee considers would prejudice Council or any other person</p> <p>Review of TSS updated plans</p> <p>Proposed Colour Scheme</p> <p>Project Management Update - Confidential under Section 89(2)(e) Proposed Developments; & (h) any other matter which the Council or Special Committee considers would prejudice Council or any other person</p> <p>Proposed project works at Kosciuszko Street Primary School - Confidential under Section 89(2)(e) Proposed Developments; & (h) any other matter which the Council or Special Committee considers would prejudice Council or any other person</p>		
<p>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

Conflict Of Interest Disclosures:



Councillor / Officer making disclosure	Left Meeting: Yes / No

Record Completed by: Bianca James

*(Please use the **Quick Add Profile No - 563** when registering this form on ECM)*



Guidance Notes for Completing Assembly of Councillor Records

Assembly of Councillors Local Government Act 1989 requirements:

Section 3 Definition

"An Assembly of Councillors (however titled) means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be—

- (a) the subject of a decision of the Council; or
- (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee—

but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;"

Section 80A – Written Record

"(1) At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:

- (a) the names of all Councillors and members of Council staff attending;
- (b) the matters considered;
- (c) any conflict of interest disclosures made by a Councillor attending under subsection (3);

(2) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."

The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable –

- (a) reported at an ordinary meeting of the Council; and
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Section 80A – Conflict of Interest

"(3) If a Councillor attending an assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must, at the time set out in subsection (4), disclose to the assembly that he or she has a conflict of interest and leave the assembly whilst the matter is being considered by the assembly.

(4) A Councillor must disclose the conflict of interest either—

- (c) immediately before the matter in relation to which the Councillor has a conflict of interest is considered; or
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Additional Notes and Examples

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Provided:

- The meeting was planned;
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Example only

Matters discussed:	<ol style="list-style-type: none"> 1. Matter discussed 2. Matter discussed - confidential under Section 89(2)(e) proposed developments (Please choose the reason that applies) 3. Matter discussed
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The Assembly of Councillors record will then be provided as a confidential attachment to the open Council report.

Confidential reasons:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
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- (e) Proposed developments;
- (f) Legal advice;
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- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any other person;

Leaving a Meeting

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Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

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Assembly of Councillors Record

Assembly details:	Interviews for external representatives for the new Tourism and Major Events Advisory Committee (TAMEAC)
Date:	21 March 2019
Time:	3pm - 6pm
Assembly Location:	Latrobe Regional Gallery meeting room

In Attendance

Councillors: Arrival / Departure Time:	<input checked="" type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input checked="" type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input checked="" type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input checked="" type="checkbox"/> Cr Gibson
Officer/s:	Gail Gatt; Jo DeJong		
Matters discussed:	Met with potential appointees to the Tourism and Major Events Advisory Committee (TAMEAC) Reason for confidentiality is that record was made about discussion of suitability of the candidate for inclusion on the Advisory Committee.		
Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
Nil	N/A

Record Completed by: Imelda Dover

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



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Assembly of Councillors Record

Assembly details:	Traralgon Sports Stadium Redevelopment Project Reference Group
Date:	14 May 2019
Time:	5.30 - 7.00
Assembly Location:	Latrobe Room - Traralgon Service Centre 34-38 Kay Street, Traralgon

In Attendance

Councillors: Arrival / Departure Time:	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input checked="" type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
Officer/s:	Bianca James, Larry Sengstock, Brian Feltham		
Matters discussed:	Showcourt seating Linemarking of courts Relabelling of courts Audio visual - Signage Court 5 - Future Activation - Confidential under Section 89(2)(e) Proposed Developments; & (h) any other matter which the Council or Special Committee considers would prejudice Council or any other person		
Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No



Record Completed by: Bianca James

*(Please use the **Quick Add Profile No - 563** when registering this form on ECM)*





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Leaving a Meeting

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Officer completing Assembly of Councillors record

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Assembly of Councillors Record

Assembly details:	Councillor Briefing
Date:	20 May 2019
Time:	6.00 pm
Assembly Location:	Nambur Wariga Room , Latrobe City Council

In Attendance

Councillors: Arrival / Departure Time:	<input checked="" type="checkbox"/> Cr McFarlane	<input checked="" type="checkbox"/> Cr Middlemiss	<input checked="" type="checkbox"/> Cr White OAM
	<input checked="" type="checkbox"/> Cr Harriman	<input checked="" type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law	<input checked="" type="checkbox"/> Cr Gibson
Officer/s:	Steven Piasente, Gail Gatt, Larry Sengstock, Kate Kerslake, Greg Drumm, Marcus Stone, Louise McKendry		
Matters discussed:	<p>Tonight's Presentations - confidential under Section 89(2) (e)</p> <p>Future Presentations</p> <p>Upcoming Significant Items</p> <p>Mayor's Update</p> <p>General Update</p> <p>Transition Briefing - confidential under Section 89(2) (e)</p> <p>Organisational Report</p> <p>Major Project Reference Group Update</p> <p>Branding Project - Investment Attraction Campaign and Establishment of a Project Reference Group</p> <p>Australia Day Review and Options</p> <p>2019/20 Community Grants Program</p> <p>International Engagement and Investment Strategy</p> <p>Location of Maternal & Child Health in Morwell</p> <p>Communication Strategy 2019-2021</p> <p>Submission to the consultation process for the Draft Mineral Resources (Sustainable Development) (Mineral Industries) Regulations 2019</p> <p>Collapsible Chevron Alignment Markers - Funding Opportunities</p> <p>Infrastructure Barriers Limiting Latrobe City Growth and Investment</p> <p>2017-2021 Council Plan Annual Review</p>		



Revision of Provision of Councillor Resources Policy
 Draft 2019/20 Budget - Consideration of Submissions
 Capital Status Report - 2018/19 Third Quarter Report
 Service Review Prioritisation 2019/20 & Future Years
 Monash Reserve, Newborough - Proposed Removal of Vegetation
 Outstanding Issues - confidential under Section 89(2) (h)
 Strategic Issues for Future Briefings

Are any of the matters discussed, considered confidential under the *Local Government Act 1989*?

Yes **No**

Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.

Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
Cr Harriman - An interest that is not a Conflict of Interest (section 79B)	No

Record Completed by: Louise McKendry

*(Please use the **Quick Add Profile No - 563** when registering this form on ECM)*



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Assembly of Councillors Record

Assembly details:	Latrobe City Sports & Entertainment Stadium - PRG meeting 10
Date:	Wednesday 22 May 2019
Time:	4.30pm - 5.30pm
Assembly Location:	Main Pavilion, Latrobe City Sports and Entertainment Stadium Fairway Drive, Morwell 3840

In Attendance

Councillors: Arrival / Departure Time:	<input checked="" type="checkbox"/> Cr McFarlane 4.30pm - 5.30pm	<input checked="" type="checkbox"/> Cr Middlemiss 5.00pm - 5.30pm	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
Officer/s:	Larry Sengstock, Geoff Derham, Lauren Dinsdale		
Matters discussed:	1. Discussion on potential funding for future development, construction program and details of design of the LCSES soccer facility redevelopment for consideration and feedback - Confidential under section 89(2)(e) proposed developments.		
Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?			
<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
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Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

Record Completed by: Lauren Dinsdale

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- (g) Matters affecting the security of Council property
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any other person;

Leaving a Meeting

It is only necessary to record when a Councillor or Officer leaves the room due to a Conflict of Interest. It is not necessary to list any other arrivals or departures.

Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

Any queries on whether a meeting forms an Assembly of Councillors, how to list a confidential item or any other question should be directed to the Governance Officer on 5128 5717 or governance@latrobe.vic.gov.au



Assembly of Councillors Record

Assembly details:	Councillor Briefing
Date:	27 May 2019
Time:	6:00 PM
Assembly Location:	Nambur Wariga Meeting Room, Corporate Headquarters, Morwell

In Attendance

Councillors:	<input checked="" type="checkbox"/> Cr McFarlane	<input checked="" type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
Arrival / Departure Time:	<input checked="" type="checkbox"/> Cr Harriman Departed 6:28 pm	<input type="checkbox"/> Cr O'Callaghan	<input checked="" type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law	<input checked="" type="checkbox"/> Cr Gibson
Officer/s:	Steve Piasente, Kate Kerlake, Gail Gatt, Greg Drumm, Larry Sengstock, Marcus Stone		
Matters discussed:	<p>Tonight's Presentations - Section 89(2) (d)</p> <p>Matters Arising from Presentations</p> <p>Upcoming Council Meeting</p> <p>Notice of Motion Requests</p> <p>Points of Clarification</p> <p>Alternate Motion Requests</p> <p>Upcoming Significant Items</p> <p>Mayors Update</p> <p>CEO General Update</p> <p>CEO Transition Briefing - Section 89(2) (e)</p> <p>Organisational Report</p> <p>Review of the Waiver of Planning Permit Application Fees Policy</p> <p>Traralgon Courthouse Commercial Activation Update</p> <p>Traralgon Youth Activity Precinct Feasibility Study - Site Selection Options</p> <p>Swimming Lesson Activity for Muslim/Multicultural Women & their Children</p> <p>Expression of Interest received from Lost Dogs Home regarding a Shared Service Model for the Provision of Pound Services - Section 89(2) (d)</p> <p>Latrobe City Car Parking Update</p> <p>Morwell Town Band</p>		



	Safe and Strong Latrobe - Project Update Outstanding Issues - Section 89(2) (h) Strategic Issues for Future Briefings
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Are any of the matters discussed, considered confidential under the *Local Government Act 1989*?

Yes **No**

Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.

Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No

Record Completed by: Marcus Stone

*(Please use the **Quick Add Profile No - 563** when registering this form on ECM)*





Guidance Notes for Completing Assembly of Councillor Records

Assembly of Councillors Local Government Act 1989 requirements:

Section 3 Definition

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- (a) the subject of a decision of the Council; or*
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but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;"

Section 80A – Written Record

"(1) At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:

- (a) the names of all Councillors and members of Council staff attending;*
- (b) the matters considered;*
- (c) any conflict of interest disclosures made by a Councillor attending under subsection (3);*

(2) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."

The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable –

- (a) reported at an ordinary meeting of the Council; and*
- (b) incorporated in the minutes of that Council meeting"*

Section 80A – Conflict of Interest

"(3) If a Councillor attending an assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must, at the time set out in subsection (4), disclose to the assembly that he or she has a conflict of interest and leave the assembly whilst the matter is being considered by the assembly.

(4) A Councillor must disclose the conflict of interest either—

- (c) immediately before the matter in relation to which the Councillor has a conflict of interest is considered; or*
- (d) if the Councillor realises that he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware that he or she has a conflict of interest."*

Additional Notes and Examples

Examples of an Assembly of Councillors include:

- Councillor Briefings; onsite inspections; meetings with residents, developers, other clients of Council; meetings with local organisations, Government Departments, Statutory Authorities

Provided:

- The meeting was planned;
- At least five Councillors and one Council Officer is present (excluding Advisory Committees)
- The matter/s considered are intended or likely to be subject of a future decision by the Council or an officer decision under delegated authority; and
- That the meeting was not a meeting of any other organisation.

Advisory Committee meetings require at least one Councillor to be in attendance in order to be classed as an Assembly of Councillors.

Public events **are not** classified as an Assembly of Councillors.

Audit and Risk Committee **is not** classified as an Assembly of Councillors.



For all items, only the title of the matter being discussed is required to be listed, not the details or minutes of any discussion. This includes confidential matters.

Conflicts of Interest

All Councillors and Council Officers are required:

- To declare any Conflict of Interest prior to the discussion of any matter, or as soon as they become aware of a conflict; and
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Recording of Confidential Matters

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Confidential Matters discussed should be listed with a note, including the confidential reason as per the *Local Government Act 1989* as below:

Example only

Matters discussed:	<ol style="list-style-type: none"> 1. Matter discussed 2. Matter discussed - confidential under Section 89(2)(e) proposed developments (Please choose the reason that applies) 3. Matter discussed
---------------------------	---

The Assembly of Councillors record will then be provided as a confidential attachment to the open Council report.

Confidential reasons:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any other person;

Leaving a Meeting

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Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

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Assembly of Councillors Record

Assembly details:	Ted Summerton Reserve Project Reference Group Meeting 12
Date:	Tuesday 28 May 2019
Time:	5.30 pm - 6.03 pm
Assembly Location:	Meeting Room 3, Moe Service Centre, George Street, MOE

In Attendance

Councillors: Arrival / Departure Time:	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law 5.30 pm - 6.03 pm	<input checked="" type="checkbox"/> Cr Gibson 5.30 pm - 6.03 pm
Officer/s:	Larry Sengstock, Lauren Dinsdale, Geoff Derham		
Matters discussed:	1. Discussion on detailed design details of the Ted Summerton Reserve Cricket facility redevelopment for consideration and feedback - Confidential under section 89(2)(e) proposed developments.		
Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
Cr Brad Law	No

Record Completed by: Lauren Dinsdale

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



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Confidential reasons:

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- (e) Proposed developments;
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Leaving a Meeting

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Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

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Assembly of Councillors Record

Assembly details:	Gippsland Regional Aquatic Centre Project Reference Group
Date:	30 May 2019
Time:	5.30pm
Assembly Location:	Macfarlane Burnet Room, Traralgon

In Attendance

Councillors:	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
Arrival / Departure Time:	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input checked="" type="checkbox"/> Cr Howe 5.21pm - 6.15pm
	<input type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law 5.23pm - 6.15pm	<input type="checkbox"/> Cr Gibson
Officer/s:	Larry Sengstock, Luke McGrath, Tania Eleftheriou		
Matters discussed:	Project Manager update Design Development		
<p>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
Cr Law	No

Record Completed by: Tania Eleftheriou, Project Officer Major Recreation Projects
(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



Guidance Notes for Completing Assembly of Councillor Records

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Section 3 Definition

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Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

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Assembly of Councillors Record

Assembly details:	Moe Southside Community Precinct Advisory Committee
Date:	5 June 2019
Time:	4:33pm
Assembly Location:	Ted Summerton Reserve Pavilion

In Attendance

Councillors: Arrival / Departure Time:	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
Officer/s:	Simon Clark		
Matters discussed:	Pavilion Defibrillator management and maintenance. South Street Oval behind post replacement. Seasonal hire fees. Solar project.		
Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.			

Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
	No

Record Completed by: Simon Clark

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



Guidance Notes for Completing Assembly of Councillor Records

Assembly of Councillors Local Government Act 1989 requirements:

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Officer completing Assembly of Councillors record

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Assembly of Councillors Record

Assembly details:	Traralgon Sports Stadium Redevelopment Project Reference Group
Date:	05 June 2019
Time:	5.30 - 7.00
Assembly Location:	Latrobe Room - Traralgon Service Centre 34-38 Kay Street, Traralgon

In Attendance

Councillors: Arrival / Departure Time:	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input checked="" type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey	<input type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
Officer/s:	Bianca James, Larry Sengstock, Brian Feltham, Shay Ferguson		
Matters discussed:	<p>Design Presentation from Becon - Confidential under Section 89(2)(e) Proposed Developments; & (h) any other matter which the Council or Special Committee considers would prejudice Council or any other person</p> <p>Caterick Crescent Sports Pavilion - Confidential under Section 89(2)(e) Proposed Developments; & (h) any other matter which the Council or Special Committee considers would prejudice Council or any other person</p> <p>Project Management update</p> <p>Linemarking</p> <p>Recladding of existing building.</p>		
<p>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No



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Record Completed by: Bianca James

*(Please use the **Quick Add Profile No - 563** when registering this form on ECM)*





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- (c) any conflict of interest disclosures made by a Councillor attending under subsection (3);

(2) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."

The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable –

- (a) reported at an ordinary meeting of the Council; and
- (b) incorporated in the minutes of that Council meeting"

Section 80A – Conflict of Interest

"(3) If a Councillor attending an assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must, at the time set out in subsection (4), disclose to the assembly that he or she has a conflict of interest and leave the assembly whilst the matter is being considered by the assembly.

- (4) A Councillor must disclose the conflict of interest either—
 - (c) immediately before the matter in relation to which the Councillor has a conflict of interest is considered; or
 - (d) if the Councillor realises that he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware that he or she has a conflict of interest."

Additional Notes and Examples

Examples of an Assembly of Councillors include:

- Councillor Briefings; onsite inspections; meetings with residents, developers, other clients of Council; meetings with local organisations, Government Departments, Statutory Authorities

Provided:

- The meeting was planned;
- At least five Councillors and one Council Officer is present (excluding Advisory Committees)
- The matter/s considered are intended or likely to be subject of a future decision by the Council or an officer decision under delegated authority; and
- That the meeting was not a meeting of any other organisation.

Advisory Committee meetings require at least one Councillor to be in attendance in order to be classed as an Assembly of Councillors.

Public events **are not** classified as an Assembly of Councillors.

Audit and Risk Committee **is not** classified as an Assembly of Councillors.



For all items, only the title of the matter being discussed is required to be listed, not the details or minutes of any discussion. This includes confidential matters.

Conflicts of Interest

All Councillors and Council Officers are required:

- To declare any Conflict of Interest prior to the discussion of any matter, or as soon as they become aware of a conflict; and
- Leave the meeting while the item is being discussed, and have this noted on the Assembly of Councillor record. To leave the meeting, a Councillor or Officer should move to a location outside the room where he or she cannot see or hear the meeting. Arrangements should be made to notify the Councillor when the relevant matter is concluded.

Recording of Confidential Matters

Assembly of Councillor records are presented in the public section of Council Meetings wherever possible.

Confidential Matters discussed should be listed with a note, including the confidential reason as per the *Local Government Act 1989* as below:

Example only

Matters discussed:	1. Matter discussed 2. Matter discussed - confidential under Section 89(2)(e) proposed developments (Please choose the reason that applies) 3. Matter discussed
---------------------------	---

The Assembly of Councillors record will then be provided as a confidential attachment to the open Council report.

Confidential reasons:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any other person;

Leaving a Meeting

It is only necessary to record when a Councillor or Officer leaves the room due to a Conflict of Interest. It is not necessary to list any other arrivals or departures.

Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

Any queries on whether a meeting forms an Assembly of Councillors, how to list a confidential item or any other question should be directed to the Governance Officer on 5128 5717 or egovernance@latrobe.vic.gov.au



Assembly of Councillors Record

Assembly details:	Latrobe Creative Precinct Project Reference Group
Date:	11 June 2019
Time:	3.30 pm
Assembly Location:	Nambur Wariga Room, LCC HQ

In Attendance

Councillors: Arrival / Departure Time:	<input type="checkbox"/> Cr McFarlane	<input type="checkbox"/> Cr Middlemiss	<input type="checkbox"/> Cr White OAM
	<input type="checkbox"/> Cr Harriman	<input type="checkbox"/> Cr O'Callaghan	<input type="checkbox"/> Cr Howe
	<input checked="" type="checkbox"/> Cr Clancey	<input checked="" type="checkbox"/> Cr Law	<input type="checkbox"/> Cr Gibson
Officer/s:	Clint Hong, Trevor Dando, Andrea Stanlake		
Matters discussed:	Sponsorship and Fundraising Project Update - confidential under Section 89 (2) (d) contractual matters Operational Issues		
<p>Are any of the matters discussed, considered confidential under the <i>Local Government Act 1989</i>?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please list the confidentiality reasoning next to the matter discussed, as per the example in the guidance notes.</p>			

Conflict Of Interest Disclosures:

Councillor / Officer making disclosure	Left Meeting: Yes / No
Nil	

Record Completed by: Andrea Stanlake

(Please use the **Quick Add Profile No - 563** when registering this form on ECM)



Guidance Notes for Completing Assembly of Councillor Records

Assembly of Councillors Local Government Act 1989 requirements:

Section 3 Definition

"An Assembly of Councillors (however titled) means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be—

- (a) the subject of a decision of the Council; or*
- (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee—*

but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;"

Section 80A – Written Record

"(1) At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:

- (a) the names of all Councillors and members of Council staff attending;*
- (b) the matters considered;*
- (c) any conflict of interest disclosures made by a Councillor attending under subsection (3);*

(2) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."

The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable –

- (a) reported at an ordinary meeting of the Council; and*
- (b) incorporated in the minutes of that Council meeting"*

Section 80A – Conflict of Interest

"(3) If a Councillor attending an assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must, at the time set out in subsection (4), disclose to the assembly that he or she has a conflict of interest and leave the assembly whilst the matter is being considered by the assembly.

(4) A Councillor must disclose the conflict of interest either—

- (c) immediately before the matter in relation to which the Councillor has a conflict of interest is considered; or*
- (d) if the Councillor realises that he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware that he or she has a conflict of interest."*

Additional Notes and Examples

Examples of an Assembly of Councillors include:

- Councillor Briefings; onsite inspections; meetings with residents, developers, other clients of Council; meetings with local organisations, Government Departments, Statutory Authorities

Provided:

- The meeting was planned;
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Confidential reasons:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any other person;

Leaving a Meeting

It is only necessary to record when a Councillor or Officer leaves the room due to a Conflict of Interest. It is not necessary to list any other arrivals or departures.

Officer completing Assembly of Councillors record

Please insert your name, and title in the Record Completed By field

Any queries on whether a meeting forms an Assembly of Councillors, how to list a confidential item or any other question should be directed to the Governance Officer on 5128 5717 or egovernance@latrobe.vic.gov.au



URGENT BUSINESS

18. URGENT BUSINESS

Nil.

Business may be admitted to the meeting as urgent business in accordance with clause 19 of the Meeting Procedure Local Law by resolution of the Council, if it relates to a matter which has arisen since distribution of the agenda and cannot safely or conveniently be deferred until the next Ordinary meeting.

MEETING CLOSED TO THE PUBLIC

19. MEETING CLOSED TO THE PUBLIC

Section 89(2) of the *Local Government Act 1989* enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

MOTION

Moved: Cr White

Seconded: Cr Gibson

That Council closes this Ordinary Meeting of Council to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the *Local Government Act 1989* for the reasons indicated

- 19.1 Endorsement of community member representatives for the Animal Welfare Advisory Committee**
Agenda item 19.1 *Endorsement of community member representatives for the Animal Welfare Advisory Committee* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)
- 19.2 Future of Latrobe City Council Aged & Disability Service Provision**
Agenda item 19.2 *Future of Latrobe City Council Aged & Disability Service Provision* is designated as confidential as it relates to personnel matters (s89 2a), industrial matters (s89 2c) and contractual matters (s89 2d)
- 19.3 Presentation of the Audit and Risk Committee Minutes - May 2019**
Agenda item 19.3 *Presentation of the Audit and Risk Committee Minutes - May 2019* is designated as confidential as it relates to a matter which the Council or special committee considers

would prejudice the Council or any person (s89 2h):

CARRIED UNANIMOUSLY

The Meeting closed to the public at 8:04pm.

The meeting re-opened to the public at 08:23pm.

There being no further business the meeting was declared closed at 08:23pm.

I certify that these minutes have been confirmed.

Mayor: _____

Date: _____