



# LATROBE CITY COUNCIL

## MINUTES FOR THE ORDINARY COUNCIL MEETING

HELD IN NAMBUR WARIGA MEETING ROOM,  
CORPORATE HEADQUARTERS, MORWELL  
AT 5.30PM ON  
04 MARCH 2013

CM401

**PRESENT:**

<b>Councillors:</b>	Cr Sandy Kam, Mayor	East Ward
	Cr Sharon Gibson, Deputy Mayor	West Ward
	Cr Peter Gibbons	West Ward
	Cr Dale Harriman	East Ward
	Cr Graeme Middlemiss	Central Ward
	Cr Kellie O'Callaghan	East Ward
	Cr Michael Rossiter	East Ward
	Cr Christine Sindt	Central Ward
	Cr Darrell White	South Ward
<b>Officers:</b>	Paul Buckley	Chief Executive Officer
	Michael Edgar	General Manager Community Liveability
	Carol Jeffs	General Manager Governance
	Zemeel Saba	General Manager Organisational Excellence
	Grantley Switzer	General Manager Recreation, Culture & Community Infrastructure
	Jacinta Saxton	Manager Community Relations

**TABLE OF CONTENTS**

<b>1. OPENING PRAYER.....</b>	<b>3</b>
<b>2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND .....</b>	<b>3</b>
<b>3. APOLOGIES AND LEAVE OF ABSENCE.....</b>	<b>3</b>
<b>4. DECLARATION OF CONFLICT OF INTEREST .....</b>	<b>3</b>
<b>5. ADOPTION OF MINUTES .....</b>	<b>3</b>
<b>6. PUBLIC QUESTION TIME .....</b>	<b></b>
<b>7. ITEMS HELD OVER FOR REPORT AND/OR CONSIDERATION.....</b>	<b></b>
<b>8. NOTICES OF MOTION .....</b>	<b>9</b>
8.1 2012/03 - Notice of Motion - Monash University Churchill Campus .....	9
<b>9. ITEMS REFERRED BY THE COUNCIL TO THIS MEETING FOR CONSIDERATION .....</b>	<b>13</b>
9.1 Potential sale of small parcel of land at 196 Franklin Street, Traralgon ....	13
9.2 Proposed Special Charge Scheme to seal Austin Street, Boolarra .....	24
9.3 Proposed Special Charge Scheme to Seal Taylors Road, Koornalla .....	42
9.4 Traralgon South Recreation Reserve Master Plan .....	86
<b>10. CORRESPONDENCE .....</b>	<b>125</b>
10.1 Appointment of Councillor Representatives to Moe Yallourn Rail Trail Committee Inc.....	125
<b>11. PRESENTATION OF PETITIONS .....</b>	<b>135</b>
<b>12. CHIEF EXECUTIVE OFFICER .....</b>	<b>139</b>
<b>13. ECONOMIC SUSTAINABILITY .....</b>	<b>143</b>
13.1 Gippsland Freight Strategy .....	143
13.2 Latrobe Regional Airport December Quarterly Report .....	212
<b>14. RECREATION CULTURE AND COMMUNITY INFRASTRUCTURE.....</b>	<b>225</b>
<b>15. COMMUNITY LIVEABILITY .....</b>	<b>229</b>
<b>16. GOVERNANCE .....</b>	<b>233</b>
16.1 Assembly of Councillors .....	233

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

16.2 Planning Permit Application 2012/038 - Five Lot Subdivision at 85 Coonoc Road Traralgon .....	241
16.3 Planning Permit Application 2012/153 - Development of Four Dwellings on a Lot at 7 Steele Court, Traralgon .....	333
16.4 Planning Permit Application 2012/193 - 9 Tintern Place, Traralgon .....	372
16.5 Documents Presented for Signing and Sealing .....	437
<b>17. ORGANISATIONAL EXCELLENCE .....</b>	<b>441</b>
<b>18. MEETING CLOSED TO THE PUBLIC .....</b>	<b>445</b>
18.1 Adoption of Minutes .....	445
18.2 Confidential Items .....	445
18.3 Councillor Quarterly Expenses Report - October - December 2012 .....	445
18.4 Mayoral Sponsorship and Sporting Sponsorship Applications.....	445

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)****1. OPENING PRAYER**

The Opening Prayer was read by the Mayor.

**2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND**

The Recognition of Traditional Landholders was read by the Mayor.

**3. APOLOGIES AND LEAVE OF ABSENCE**

NIL

**4. DECLARATION OF CONFLICT OF INTEREST**

Cr White declared a direct interest under section 77B of the *Local Government Act 1989* in relation to item 18.4 Mayoral Sponsorship and Sporting Sponsorship Applications.

**5. ADOPTION OF MINUTES****RECOMMENDATION**

**That the minutes of the Ordinary Council Meeting held on 18 February 2013 be confirmed.**

**Moved:** Cr Gibson  
**Seconded:** Cr Harriman

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

# PUBLIC QUESTION TIME

**INDUSTRY INNOVATION PRECINCT**

Mr Darryn Snell asked the following question:

**Question:**

The Federal Government and the Department of Industry, Innovation, Science, Research & Tertiary Education recently announced funding for Industry Innovation Precincts. The Latrobe Valley has been identified as one of the potential sites for an Industry Innovation Precinct. Such a precinct could become very important for the region as it confronts significant economic and industrial change over the next few years. Research oriented universities, however, are often critical to the success of these industry innovation precincts and winning government support for such an initiative. Has the Council considered how the decision by Monash to withdrawal from the Churchill Campus will impact on the regions capacity to secure future funding for industry innovations or research centres such as the Monash proposed and Council supported Centre for Sustainable Technologies?

**Answer:**

Not at this stage. Council is yet to formally consider the decision by Monash University.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

**Suspension of Standing Orders**

**Moved:** Cr O'Callaghan

**Seconded:** Cr Gibbons

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

**CARRIED UNANIMOUSLY**

**Standing Orders were suspended at 5.36 pm**

Mr Peter Dell addressed Council in relation to item 16.2 Planning Permit Application 2012/038 - Five Lot Subdivision at 85 Coonoc Road Traralgon.

Mr Wolf Becker and Mrs Alexandra Becker addressed Council in relation to item 16.2 Planning Permit Application 2012/038 - Five Lot Subdivision at 85 Coonoc Road Traralgon.

Mr Brian Pinchers addressed Council in relation to item 16.2 Planning Permit Application 2012/038 - Five Lot Subdivision at 85 Coonoc Road Traralgon.

**Standing Orders were resumed at 5.50 pm**

# NOTICES OF MOTION



8. NOTICES OF MOTION

**8.1 2012/03 - NOTICE OF MOTION - MONASH UNIVERSITY  
CHURCHILL CAMPUS**

Cr Darrell White

**MOTION**

1. That this Council, condemns the decision taken by Monash University, based on their announcement on Friday 22<sup>nd</sup> February 2013, to cease their commitment on their Churchill Campus, and diminished commitment to tertiary education in Gippsland.
2. That the Mayor writes to the Federal Minister for Tertiary Education, the Hon Chris Bowen, expressing Council's strong concern for higher education in Gippsland and request that the Minister intervene to ensure that the planned/proposed new model for tertiary education in Gippsland involving the University of Ballarat is urgently reviewed.
3. That the Mayor writes to the Federal Member for Gippsland, Darren Chester, the Federal Member for McMillan, Russell Broadbent, Victoria's Deputy Premier and Minister for Regional Development, Peter Ryan and the Member for Morwell, Russell Northe expressing this Council's concern and disappointment regarding Monash University's plans to withdraw significantly from the Gippsland region, both in terms of the detrimental educational impact including distance education/international students participation and economic/jobs impact and seeks their support and urgent response for Monash University's on-going presence and long term re-commitment to Gippsland.
4. That the Mayor writes to Mr Ed Byrne, Vice Chancellor, Monash University requesting an urgent meeting/briefing with Councillors regarding their plan/proposal as announced on Friday 22<sup>nd</sup> February 2013.

**ALTERNATE MOTION**

1. That this Council, condemns the decision taken by Monash University, based on their announcement on Friday 22<sup>nd</sup> February 2013, to cease their commitment on their Churchill Campus, and diminished commitment to tertiary education in Gippsland.
2. That the Mayor writes to the Federal Minister for Tertiary Education, the Hon Chris Bowen, expressing Council's strong concern for higher education in Gippsland and request that the Minister intervene to ensure that the planned/proposed new model for tertiary education in Gippsland involving the University of Ballarat is urgently reviewed.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

3. That the Mayor writes to the Federal Member for Gippsland, Darren Chester, the Federal Member for McMillan, Russell Broadbent, Victoria's Deputy Premier and Minister for Regional Development, Peter Ryan, Member for Morwell, Russell Northe and the Minister for Higher Education and Skills, Peter Hall expressing this Council's concern and disappointment regarding Monash University's plans to withdraw significantly from the Gippsland region, both in terms of the detrimental educational impact including distance education/international students participation and economic/jobs impact and seeks their support and urgent response for Monash University's on-going presence and long term re-commitment to Gippsland.
4. That the Mayor writes to Mr Ed Byrne, Vice Chancellor, and Monash University requesting an urgent meeting/briefing with Councillors regarding their plan/proposal as announced on Friday 22nd February 2013.
5. That this Council obtain legal advice regarding the requirement under the Monash University Act (2009) Part 2, Section 5 (g) for the University " to provide programs and services in a way that reflects principles of equity and social justice" in relation to the Monash University decision to cease their commitment to their Churchill campus and diminished commitment to tertiary education in Gippsland.

**Moved:** Cr White

**Seconded:** Cr Sindt

**That the Recommendation be adopted.**

**For the Motion**

Councillor/s Harriman, White, O'Callaghan, Sindt, Kam, Gibson, Middlemiss, Gibbons

**Against the Motion**

Councillor/s Rossiter

**The Mayor confirmed that the Recommendation had been CARRIED**

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

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

**9.1 POTENTIAL SALE OF SMALL PARCEL OF LAND AT 196 FRANKLIN STREET, TRARALGON**

**General Manager**

**Governance**

**For Decision**

**PURPOSE**

The purpose of this report is to further consider a request from P & M Minster Constructions Pty Ltd to purchase a 30 square metre parcel of land situated at 196 Franklin Street, Traralgon.

**DECLARATION OF INTEREST**

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016.

**Latrobe 2026: The Community Vision for Latrobe Valley**

*Strategic Objectives - Governance*

*In 2026, Latrobe Valley has a reputation for conscientious leadership and governance, strengthened by an informed and engaged community committed to enriching local decision making.*

*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 2012 - 2016**

**Shaping Our Future**

*Strategic Direction*

- *Delegate appropriately and make sound decisions having regard to legislative requirements, policies, professional advice, sound and thorough research and the views of the community.*
- *Provide timely, effective and accessible information about Latrobe City Council's activities.*
- *Ensure that Latrobe City Council continues to meet the highest standards of financial probity and is financially sustainable.*

*Service Provision*

*Property and Statutory – Administer property management, advice and services of Latrobe City Council.*

*Legislation*

Local Government Act 1989

Section 189 of the *Local Government Act 1989* gives Council the power to sell land however, before doing so, it must:

- (a) *ensure that public notice of the intention to do so is given at least 4 weeks prior to selling or exchanging the land; and*
- (b) *obtain from a person who holds the qualifications or experience specified under section 13DA(2) of the Valuation of Land Act 1960 a valuation of the land which is made not more than 6 months prior to the sale or exchange.*

This power is subject to Section 223 of the *Local Government Act 1989* which requires Council “publish a public notice stating that submissions in respect of the matter specified in the public notice will be considered in accordance with this section”.

Council must then consider any written submissions that have been received and any person who has made a submission and requested they be heard are entitled to appear before a meeting of Council.

*Policy – Sale of Council Owned Property Policy 11 POL-4*

The principle aim of this policy is to define the circumstances and factors that will be assessed by Council in respect to the sale of Council owned property. The purpose of this policy is to serve as an accountability mechanism to the community.

It is Councils position that the sale of Council owned property will be via public auction unless circumstances exist that justify an alternative method of sale.

All sales of Council owned property shall be consistent with the Local Government Best Practice Guidelines for the Sale and Exchange of Land prepared by the Department of Planning and Community Development.

**BACKGROUND**

Council received correspondence from P & M Minster Constructions Pty Ltd (“Minster Constructions”) on 17 September 2012 (see attachment 1). They were enquiring as to whether or not they would be able to purchase a small parcel of Council land situated at 196 Franklin Street, Traralgon (“the land”).

The parcel of land is approximately 30 square metres in total, being 15 metres long and 2 metres wide (see map at attachment 2) and is contained in Crown Grant Volume 10314 Folio 991 being part of Crown Allotment 7B in the Parish of Traralgon.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

The parcel of land is bounded to the east, south and 10 metres of the 15 metre west boundary is owned by Minster Constructions. The land to the north and land 5 metres wide to the west is owned by Council.

Council previously considered this request at the Ordinary Council Meeting held on Monday 17 December 2012 and resolved the following:

1. *That Council, in accordance with Section 189 of the Local Government Act 1989 and Sale of Council Owned Property Policy, gives public notice of its intention to consider the proposed sale of 30m<sup>2</sup> parcel of land being part of a former drainage easement situated at 196 Franklin Street, Traralgon.*
2. *That Council, in accordance with the Sale of Council Owned Property Policy, invites public comment on whether the sale of a 30m<sup>2</sup> parcel of land being part of a former drainage easement situated at 196 Franklin Street, Traralgon, is surplus to community requirements.*
3. *That pursuant to Section 223 of the Local Government Act 1989 Council considers any submissions received in relation to the potential sale of 30m<sup>2</sup> parcel of land being part of a former drainage easement situated at 196 Franklin Street, Traralgon, at the Ordinary Council Meeting to be held on Monday 4 March 2012.*

### **ISSUES**

In assessing the issues associated with the potential sale of this parcel of land to Minster Constructions consideration has been given to the following factors:

a. *Existing Planning Scheme and Current Use*

The land is currently zoned Mixed Use and is undeveloped.

There are no other relevant Policies in relation to this land.

b. *Fiscal Imperatives*

There is no fiscal imperative that demands the sale of this land.

Any sale would be required to be completed in accordance with the *Local Government Act 1989* with the price established via professional valuation.

c. *Facilities Located Nearby*

The former Traralgon Early Learning Centre is located to the northwest of the parcel of land. This Council building was disused and has been vacant since the establishment of the early learning centre at Mapleson Drive in 2010. The land is a former drainage easement and was/is not connected in any way to the former early learning centre.

The land directly to the north of the parcel of land is public open space which abuts the rear of the former Traralgon Early Learning Centre and the Australian Investment and Security Commission car park.

The land to the south, east and west is already controlled by Minster Constructions. Representatives of Minster Constructions have indicated that the acquisition of this land would assist in tidying up the titles in this particular area which are somewhat confusing at this time.

They also believe that it would allow for more orderly planning and development of this site. It should be noted that Council officers are not aware of any immediate plans by Minster Constructions to develop their land. Their land has been placed on the open market and is currently for sale.

d. *Cultural or Historical Significance*

There are no relevant cultural factors on the land.

Historically, the land was a drainage easement. Minster Constructions have previously purchased the southern part of this former drainage easement and are seeking to acquire a further part of it to 'tidy up' the land ownership in the area.

e. *Alternate Future Uses*

Due to the size and shape of this site it is unlikely that it would be used for any other use on its own. It could be consolidated with the land to the immediate west and north to create a slightly larger parcel of land in that area.

f. *Method of Sale*

It would be inappropriate to transfer this parcel of land to a third party due to its size, location and the lack of road frontage. As such, the land is not developable in any way on its own and it would be appropriate for Council to consider a sale directly to Minster Constructions. The price of any such transfer would be set by valuation. The valuation will take into account the fact that there is only one potential purchaser and the fact that it may increase the value of the land already owned by Minster Constructions.

### **FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014. No significant risks were identified in relation to the potential sale of land.

If Council proceeds with the potential sale of this land, pursuant to the provisions of the Local Government Act 1989, an independent valuation would need to be obtained to determine a sale price.

An independent valuation date 6 May 2011 obtained in relation to another larger parcel of land at the rear of the former Traralgon Early Learning Centre in Franklin Street returned a market value of \$350.00 per square metre (plus GST).

As a guide it would be reasonable to expect a similar valuation per square metre for this smaller parcel of land which would equate to an approximate sale price of \$10,500.00.

All survey and legal costs associated with the transfer would be borne by Minster Constructions.

**INTERNAL/EXTERNAL CONSULTATION***Engagement Method Used:*

- Advertisements placed in the Latrobe Valley Express on Thursday 10 and Thursday 24 January 2013.
- Public notice placed at the Traralgon Service Centre/Library.
- Three public notices placed in the immediate area.

*Details of Community Consultation / Results of Engagement:*

In response to the above public notices no formal submissions were received in relation to the proposed sale of land.

**OPTIONS**

The following options are available to Council;

1. Resolve to transfer the 30 square metre parcel of land to Minster Constructions by private treaty.
2. Resolve to retain the 30 square metre parcel of land for community use and advise Minster Constructions accordingly.

**CONCLUSION**

The parcel of land is 30 square metres and has no direct access to a road frontage. Due to its size and location it has limited alternate uses and its transfer to Minster Constructions would allow a rationalisation of the parcels of land in the area resulting in a better site layout for potential development.

Having given public notice of the proposal in accordance with Sections 189 and 223 of the *Local Government Act* 1989 this parcel of land may be considered surplus to Council and community requirements and it would therefore be appropriate for it to be transferred to Minster Constructions.

**Attachments**

1. Attachment One: Correspondence from Minster Constructions Pty Ltd
2. Attachment Two: Aerial photograph showing location of land to be sold.



**RECOMMENDATION**

- 1. That Council, have given public notice of the proposal, forms the opinion that the 30 square metre parcel of land at 196 Franklin Street, Traralgon, being part of a former drainage easement and the land contained in part of Crown Grant Volume 10314 Folio 991, is surplus to both Council and community requirements.**
- 2. That Council resolves to sell the 30 square metre parcel of land at 196 Franklin Street, Traralgon, being part of a former drainage easement and the land contained in part of Crown Grant Volume 10314 Folio 991, to Minster Constructions Pty Ltd.**
- 3. That, pursuant to the Sale of Council Owned Property Policy, the Chief Executive Officer is authorised to enter into Contracts of Sale and sign and seal Transfer of Land Documents to dispose of the 30 square metre parcel of land at 196 Franklin Street, Traralgon, being part of a former drainage easement and the land contained in part of Crown Grant Volume 10314 Folio 991.**

**Moved:** Cr Harriman  
**Seconded:** Cr White

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

## **9.1**

### **POTENTIAL SALE OF SMALL PARCEL OF LAND AT 196 FRANKLIN STREET, TRARALGON**

- 1 Attachment One: Correspondence from Minster  
Constructions Pty Ltd ..... 21**
- 2 Attachment Two: Aerial photograph showing location of  
land to be sold. .... 23**

Monday, 17 September 2012

**Tom McQualter**  
Latrobe City Council  
P.O. Box 264  
Morwell, VIC. 3840

**RE: Purchase of Council Land – 196 Franklin Street Traralgon**

Dear Tom,

Our Company wishes to acquire council owned land at 196 Franklin Street Traralgon.

The land in question is a narrow rectangular shape parcel measuring 2.01 metres wide by 15.17 metres long and protrudes into land currently owned by our company. (Please see attached plan with area highlighted)

The land is zoned Mixed Use and currently has grasses mixed with hardstand located on it providing little or no use to council.

Without the acquisition and consolidation of the land, the current irregular shaped parcels of land do not allow for orderly planning.

Any proposed development would be required to build around the narrow wedge making it impossible for council to maintain their land.

We look forward to your response.

Regards,

**Andrew McDonald**  
P & M Minster Constructions P/L  
Alamin P/L





**9.2 PROPOSED SPECIAL CHARGE SCHEME TO SEAL AUSTIN STREET, BOOLARRA**

**General Manager**

**Recreation, Culture &  
Community Infrastructure**

**For Decision**

**PURPOSE**

The purpose of this report is to seek Councils consideration to declare a Special Charge Scheme for the construction of a sealed roadway in Austin Street, Boolarra in accordance with Section 163 of the *Local Government Act 1989* and the Council's Contributory Scheme Policy 11 POL-3

**DECLARATION OF INTEREST**

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016.

***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 2012 - 2016***

Promote the integration of roads, cycling paths and footpaths with public transport options and public open space networks to facilitate passive recreation and enhance the liveability and connection of Latrobe City.

Support and advocate for integrated transport solutions that improve accessibility to and within Latrobe City.

Promote and support private and public sector investment in the development of key infrastructure within the municipality.

Ensure public infrastructure is maintained in accordance with community aspirations.

***Shaping Our Future***

An active connected and caring community  
*Supporting all*

*Legislation*

Local Government Act 1989

Provides Council with powers to implement a Special Charge Scheme.

*Policy*

Contributory Scheme Policy 11 POL-3

**BACKGROUND**

Austin Street, Boolarra is an access road servicing residential properties. The section of road that is the subject of this report is currently maintained by Council in accordance with the Road Management Plan; refer attachment 1 to this report.

In August 2010 Council received a request from Mr David Grima requesting consideration be given to sealing the road.

The initial information sent to Austin Street residents was the Sealing of Unsealed Rural Roads Policy, which given that Austin Street is zoned residential, was not correct. As such a meeting of property owners was held to discuss the matter further and inform them of the correct process under the Contributory Scheme Policy.

The Contributory Scheme Policy requires that prior to the implementation of a Special Charge Scheme under Section 163 of the *Local Government Act 1989*; Council staff initiate Stage 1 of the public consultation process in accordance with Appendix 1 – Initial Consultative Process of the Contributory Scheme Policy.

The maximum contribution is \$5,000 per rateable property (this is indexed to CPI annually).

Appendix 1 of Council's Contributory Scheme Policy (attachment 2) outlines a clear process as to how to progress a request to seal an unsealed road.

In August 2011, letters were sent to residents advising them that Latrobe City Council was working on a concept design and cost estimate, and that officers would arrange a meeting with them to discuss the matter further.

A meeting of property owners was held on 15 December 2011 to provide the concept design and cost estimate.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

Following the meeting, letters and feedback forms were sent to the 12 property owners who would derive benefit from the road being sealed, and would be required to make a contribution to the works.

Of these 12, responses received were as follows:

Responses		
For	Against	No Reply
7	5	Nil

At its 3 December 2012 Ordinary Meeting, Council resolved the following:

1. *That in accordance with section 163 of the Local Government Act 1989:*
  - (a) *Council declares its intentions to levy a Special Charge Scheme at the Ordinary Council Meeting on 3 December 2012 for funding expenses for the construction of a sealed roadway in Austin Street, Boolarra; and*
  - (b) *Council gives public notice of its intention to make a declaration of a Special Charge Scheme; and*
  - (c) *Council notifies persons liable to pay the \$5000 special charge by sending a notice.*
2. *That Council, in accordance with section 223 of the Local Government Act 1989 consider any submissions received in relation to the declaration of its intention to levy a Special Charge Scheme to seal Austin Street, Boolarra at the Ordinary Council Meeting on 4 March 2013.*

All functions of resolution one have now been completed and this report responds to resolution two.

Council has complied with Section 163(1A) of the *Local Government Act 1989*, by giving Notice of Intention to declare a Special Charge Scheme and publishing a public notice in the Latrobe Valley Express.

The owners who will be liable to contribute to the Scheme were notified in writing and invited to make submissions in accordance with the provisions of Section 163A of the Act.



**ISSUES**

Stage 1 of the public consultation process commenced on 15 December 2011 with a meeting of property owners.

The meeting was attended by nine people representing eight property owners. There are a total of 12 rateable properties that may be included in this Special Charge Scheme pending Council approval.

The meeting discussed a number of issues including the process to prepare a Special Charge Scheme, the design concept plan/design standards, timelines and the next steps in the process. A copy of the Meeting Notes is included as attachment 3 to this report.

Seven property owners have indicated their support for the Council to proceed with the declaration of a Special Charge Scheme to seal Austin Street.

The concept design presented to the meeting provided for a 5.5 metre wide seal on a 6.3 metre trafficable width. A copy of the plan is included as attachment 4 to this report.

**FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

The cost to seal Austin Street, Boolarra is estimated at approximately \$200,000.

The total maximum contribution from the property owners would be \$60,000, with the Latrobe City Council's contribution being \$140,000.

Council has established a reserve to assist in the funding of sealing of rural unsealed roads. There is \$904,000 in this reserve which is available for Council to allocate funds to sealing of unsealed rural road projects.

As Austin Street is zoned residential, the balance of funds would need to be referred to a future budget process, as the reserve mentioned above cannot be utilised.

**INTERNAL/EXTERNAL CONSULTATION***Engagement Method Used:*

There has been a range of community consultation activities completed in preparation for this report, including letters, feedback forms and community meetings.

Any property owner that chose not to respond to the initial feedback form was followed up in writing and with a telephone call to ensure they had an opportunity to provide feedback on this issue.

A notice of intention to declare a Special Charge Scheme was advertised in the Latrobe Valley Express on 10 December 2012 and asks for submissions on the proposed scheme to be submitted by 21 January 2013.

The owners who will be liable to contribute to the Scheme were notified in writing on 7 December 2012 and invited to make submissions in accordance with the provisions of Section 163A of the Act.

*Details of Community Consultation / Results of Engagement:*

There have been no further submissions received in relation to this matter.

**OPTIONS**

The following options are available to Council:

1. Declare a Special Charge Scheme for the construction of a sealed roadway in Austin Street, Boolarra.
2. Not declare a Special Charge Scheme for the construction of a sealed roadway in Austin Street, Boolarra.
3. Seek additional information relating to the Special Charge Scheme for the construction of a sealed roadway in Austin Street, Boolarra.

**CONCLUSION**

Council has complied with the statutory requirements of the *Local Government Act 1989* for the preparation of the proposed Special Charge Scheme for the construction of Austin Street, Boolarra.

There have been a range of engagement activities throughout the preparation of this Special Charge Scheme and the funds collected from the Scheme would be used to defray the costs associated with the sealing of Austin Street, Boolarra.

**Attachments**

1. Plan of Austin Street, Boolarra
2. Appendix 1 of Council's Contributory Scheme Policy 11 POL-3
3. 15 December 2012 Property Owner Meeting Notes
4. Austin Street, Boolarra, Road Sealing Concept Plan

**RECOMMENDATION**

1. That Council declares a Special Charge Scheme under S163 of the Local Government Act 1989 for the following properties within the area of land in Austin Street, Boolarra.

<i>Property Address</i>	<i>Legal description</i>
Cnr Penaluna & Austin Streets	CA 9R
8 Austin Street	L 13 LP 1378
10 Austin Street	L 1 TP 211826
12-14 Austin Street	PC 363168
16 Austin Street	L 9 LP 1378
18 Austin Street	L 8 LP 1378
20-22 Austin Street	PC 361653
24 Austin Street	L 5 LP 1378
26 Austin Street	L 1 TP 104583
28 Austin Street	L 3 LP 1378
30 Austin Street	L 1 TP 104581
32 Austin Street	L 1 LP 1378

2. That each allotment be liable for one apportionment unit valued at \$5,000 and the total amount to be recovered from the Special Charge Scheme is \$60,000.
3. That the funds received from the Special Charge Scheme be used to defray the cost associated with the construction of Austin Street, Boolarra.
4. That payment be requested following completion of the sealing works in Austin Street, Boolarra, and
5. That all property owners in Austin Street, Boolarra be notified in writing of Council's decision to declare a Special Charge Scheme for the sealing of Austin Street, Boolarra.
6. That the contribution required by Council (\$140,000) to seal Austin Street, Boolarra be referred for consideration as part of the 2013/14 Capital Works budget preparation process.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

**Moved:** Cr White  
**Seconded:** Cr Rossiter

**That the Recommendation be adopted.**

**For the Motion**

Councillor/s Harriman, White, O'Callaghan, Sindt, Kam, Middlemiss, Gibbons,  
Rossiter

**Against the Motion**

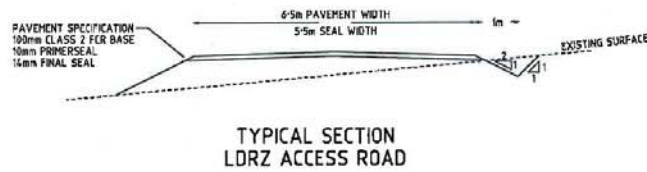
Councillor/s Gibson

**The Mayor confirmed that the Recommendation had been CARRIED.**

## 9.2

### Proposed Special Charge Scheme to seal Austin Street, Boolarra

1	Plan of Austin Street, Boolarra.....	33
2	Appendix 1 of Council's Contributory Scheme Policy 11 POL-3 .....	35
3	15 December 2012 Property Owner Meeting Notes .....	37
4	Austin Street, Boolarra, Road Sealing Concept Plan .....	41

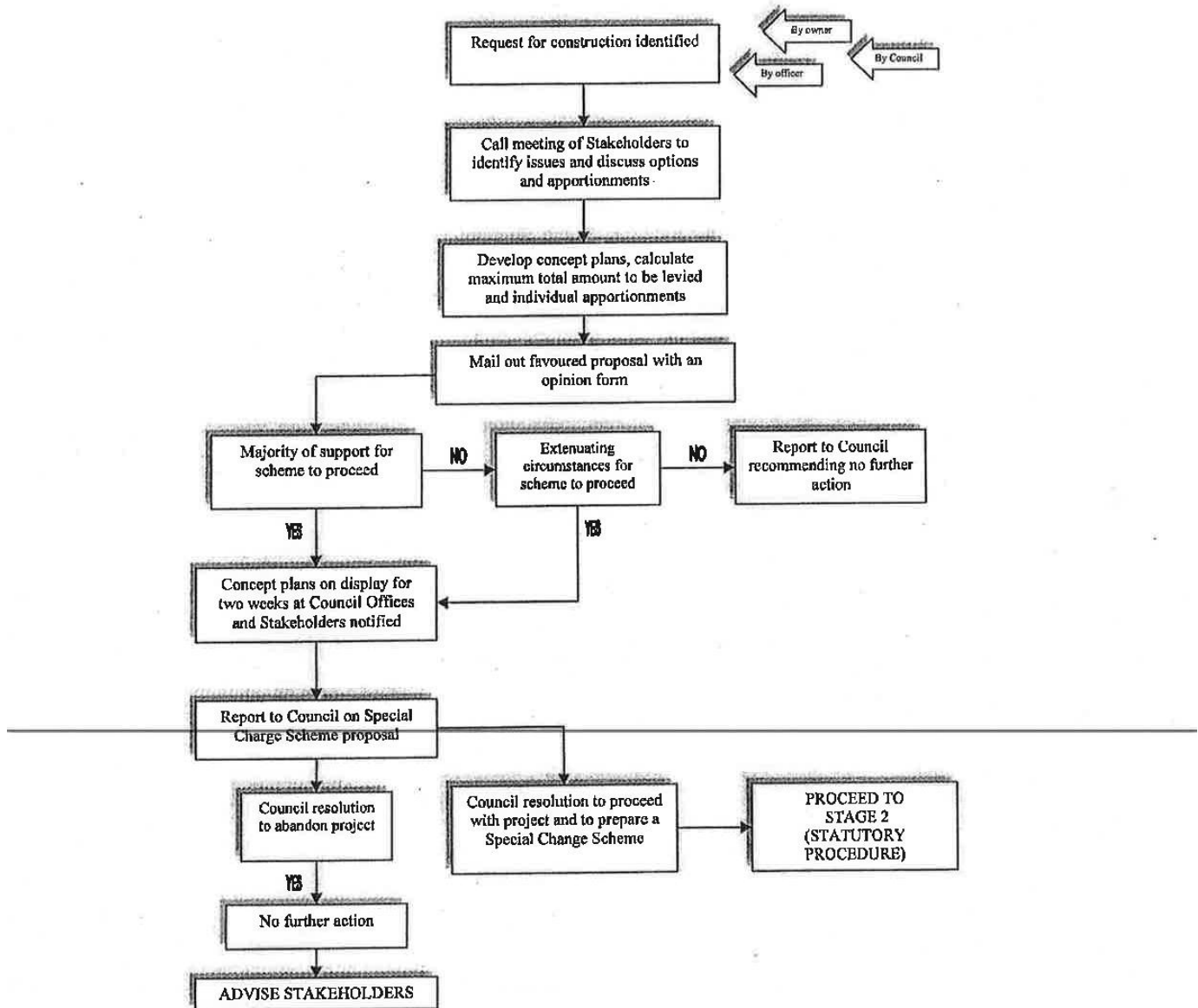


	REFERENCE Survey File No. 10961/13 For Project File No. 10961	CONSULTANT'S DESIGNATION DATE CITY AUTHORITY/ORGANISATION DISTRICT	<b>Latrobe City</b> AUSTIN STREET, BOOLLARRA FROM PENALUNA STREET TO HENRY STREET SEALING OF GRAVEL ROAD	DRAWN BY R810704/01
	DESIGNED: LJ HILTON   CHECKED:	DATED: 2/8/2012	SHEET A OF	

Appendix 1

**CONTRIBUTORY SCHEME POLICY – PUBLIC CONSULTATION**

**Stage 1 - INITIAL CONSULTATIVE PROCESS**



## Proposed Sealing of Austin Street, Boolarra

Thursday 15 December 2011

7.00pm

Boolarra Memorial Hall, Tarwin Street, Boolarra

### Meeting Notes

---

Attendees: Cr Darrell White, Linda McCrorey (nee Hasthorpe), Carol Stokes (Latrobe City Council), Stan Williams, Joseph Schutte, Maryann Peters, Russ Peters, Jamie Hamilton, B Hammond, F Grima, L Garlick, Todd Birkbeck

Apologies: David Grima, Kim Norris

#### 1. Welcome and introduction

Welcome comments and introductions were made by Cr Darrell White.

Apology given for the delay and confusion in dealing with this request to seal Austin Street in the past.

#### 2. Contributory Scheme Policy

The policy document was discussed including:

- Stages of the Special Charge Scheme;
- Evaluation criteria;
- Council process, and
- Time lines

#### 3. Contributions

**Concept :** The concept design presented at the meeting was based on kerb & channel on the housing side of the road, and an open drain on the opposite side except for outside the CFA. Residents at the meeting indicated their preference to have kerb & channel on both sides of the road. Due to time constraints the designers are unable to review this request prior to Christmas. If changes requested are considered viable the new design will be completed in February 2012. A request to have a turning circle at the end of the road included into the Special Charge Scheme will also be considered during the design review in February 2012.



**Cost estimate:** Details of the estimated cost to seal Austin Street as per the design are as follows:

\$200,000 estimated cost to seal Austin Street  
\$ 60,000 owner's contribution (12 rateable properties x \$5,000 each)  
\$140,000 Latrobe City Council contribution

This estimate includes a total dig out of the road and realignment to allow for correct drainage fall, building the road base and sealing.  
The owner's contribution is a maximum amount and will not increase, regardless of what the confirmed actual costs are.

#### 4. Next Steps

1. Property Owners will receive another Feedback Form to formally indicate their support for a Special Charge Scheme, after receiving and reviewing the proposal.
2. If a clear majority are still willing to contribute to a Special Charge Scheme, concept plans will be displayed at Council offices for a period of 2 weeks.  
(If there is no longer a clear majority in support of a Special Charge Scheme, the Scheme will not proceed, and property owners will be advised accordingly.)
3. If supported, the scheme is then referred to Council for consideration and referral to the Capital Works Program.

#### 5. General discussion/questions

The following comments were expressed by the residents at this meeting:

- Most residents in attendance indicated a strong need for the road to be sealed due to dust concerns.
- Payment process – it is possible to pay the contribution (plus interest) in quarterly instalments over a five year period by agreement. Hardship provisions are available on request. No upfront payments are required, and money is not paid until the road has actually been sealed
- If the road is sealed there would be no restrictions placed on the road in relation to load limits. B-Doubles are only able to access approved B-Double routes, and if requiring access to any other public road a permit is required. If you believe a B-Double to be using a road without a permit, you should report the truck to VicRoads or the Police with the details.
- Residents need to submit a complaint to Council if garbage trucks are reversing in driveways etc.
- What is the difference between Rural seal & Urban seal? – refer to "Frequently Asked Questions" sheet attached.
- How will the road line up with their driveways? New aprons will be done for each driveway
- How much will rates increase? – refer to "Frequently Asked Questions" sheet attached.
- Concerns re drain maintenance around the bend at the end of Austin Street – water build up, blackberries, snakes etc. Council to investigate.

The meeting was closed by Cr Darrell White at 7.45pm

## Frequently Asked Questions

### **Who will maintain the road once it is sealed?**

All roads sealed under the Special Charge Scheme will be maintained by Latrobe City Council.

### **Are there payment options?**

Yes, two options:

**Option 1** - Lump Sum; one off payment

**Option 2** - 20 equal quarterly instalments over a 5 yr period  
(Current interest rate will apply)

### **What impact will the sealed road have on my rates?**

The impact on rates is an estimated \$4.30 per \$1,000 that the sealed road increases the property price by.

Example: the sealing of the unsealed road increased the property value by \$5,000; this would mean that the rate increase would be around \$21.50.

### **To what standard will the road be sealed?**

The road standard depends on the current zoning of the property and the description of the road under the road hierarchy.

**Rural Zone - Local Road**—Typically 5.5m seal on a 6.5m wide pavement, earth formed drainage.

**Rural Zone - Collector Road** – Typically 7m seal on a 8m wide pavement earth formed drainage.

**LDR Zone - Local Road**—Typically 5.5m seal on a 6.5m wide pavement with piped and earth formed drainage.

**LDR Zone - Collector Road** – Typically 7m seal on a 8m wide pavement with piped and earth formed drainage.

**Residential – Minor** –5m pavement between kerb & channel on both sides

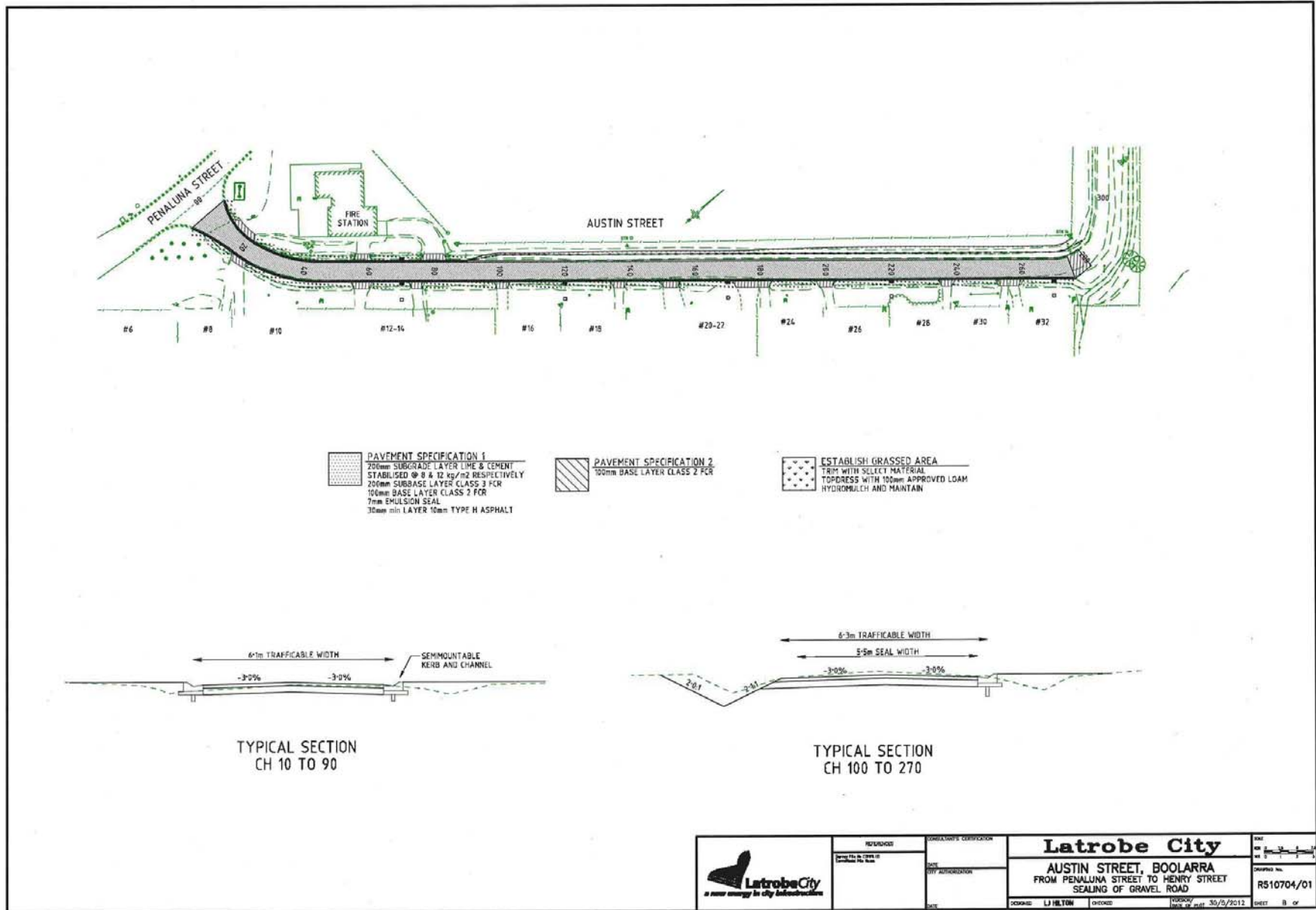
**Residential – Major** –7m pavement between kerb & channel on both sides

**\*\*NOTE: These are typical descriptions only; each road, during the detailed design, is reviewed and local issues are taken into account.**

### **How are the projects evaluated and considered for funding**

Projects that have 60% or greater support will be given priority; when there is more than 1 project with this priority the assessment table in the Sealing of Rural Unsealed roads Policy will be used. Criteria that is considered when evaluating each project is:

- Traffic Volumes
- Strategic significance
- Maintenance Considerations
- Safety considerations
- Resident contributions
- Number of houses
- Distance of houses to road
- Domestic water supply
- Owner/occupier concerns



**9.3 PROPOSED SPECIAL CHARGE SCHEME TO SEAL TAYLORS ROAD, KOORNALLA****General Manager****Recreation, Culture &  
Community Infrastructure****For Decision****PURPOSE**

The purpose of this report is to seek Council's consideration to declare a Special Charge Scheme for the construction of a sealed roadway in Taylors Road, Koornalla from Traralgon Creek Road to Browns Road in accordance with Section 163 of the *Local Government Act* 1989 and the Council's Contributory Scheme Policy 11 POL-3.

**DECLARATION OF INTEREST**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016.

***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 2012 - 2016***

Promote the integration of roads, cycling paths and footpaths with public transport options and public open space networks to facilitate passive recreation and enhance the liveability and connection of Latrobe City.

Support and advocate for integrated transport solutions that improve accessibility to and within Latrobe City.

Promote and support private and public sector investment in the development of key infrastructure within the municipality.

Ensure public infrastructure is maintained in accordance with community aspirations.

Shaping Our Future

An active connected and caring community  
*supporting all*

Legislation

Local Government Act 1989  
Provides Council with powers to implement a Special Charge Scheme.

Contributory Scheme Policy 11 POL-3  
Sealing of Rural Unsealed Roads Policy 11 POL-4

**BACKGROUND**

Taylor's Road, Koornalla is an unsealed rural local road servicing rural living properties and used by timber jinkers, tourists etc in seasonal times. The section of road that is the subject of this report is currently maintained by Council in accordance with the Road Management Plan, and is detailed at attachment 1.

Appendix A of the Sealing of Rural Unsealed Roads Policy (attachment 3) outlines a clear process as to how to progress a request to seal a rural unsealed road.

The section of road proposed to be sealed will run the length of Taylor's Road, starting from Traralgon Creek Road to Browns Road (refer attachment 1).

A petition was received from the residents of Taylor's Road, Browns Road and Settlers Road on 15 November 2009 seeking Council's consideration to seal Taylor's Road, Koornalla. A copy of this petition is included as attachment 2 to this report.

The petition was presented to Council on 21 December 2009 and Council resolved to lay the petition requesting the sealing of Taylor's Road, Koornalla on the table until the Ordinary Council Meeting to be held on 22 February 2010.

A further report was presented to Council on 22 February 2010 and Council resolved as follows:

1. That Latrobe City Council write to property owners in Taylor's Road, Koornalla between Traralgon Creek Road and Browns Road to determine their opinions in relation to their willingness to contribute to the cost of sealing this section of Taylor's Road.
2. That the head petitioner be advised in writing of Council's decision to write to property owners in Taylor's Road to determine if they are willing to contribute to the cost of the sealing work.

A letter was sent to the head petitioner, Pat Zaffina on 25 February 2010, advising him of Council's resolution.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

On 25 March 2010 letters and feedback forms were sent to the property owners of Taylors Road.

The responses to the feedback forms were as follows:

Responses		
For	Against	No Reply
5	1	5

The responses are included in attachment 4.

Follow up letters were sent to residents that had not responded in May 2010. Our records indicate that no further action was taken until a further query was received from a resident on 6 January 2011 requesting that this road be sealed.

Due to the lapse in time since previous consultation had taken place, and following staffing changes in the Infrastructure Planning Team, the process was recommenced. A thorough site inspection determined there are in fact eight properties, not eleven as previously identified, that would derive benefit from Taylors Road being sealed.

Another letter and feedback form was sent to the eight property owners on 8 September 2011. This was to ensure that all property owners were again provided with the opportunity to comment.

Responses to the feedback forms were as follows:

Responses		
For	Against	No Reply
5	2	1

Responses attached (attachment 5).

As there was a majority of property owners indicating support to contribute to a Special Charge Scheme to seal Taylors Road, a meeting of property owners was held on 18 January 2012 to progress this matter.

Following the meeting, letters were sent to the eight property owners who would derive benefit from the road being sealed, and would be required to make a contribution to the works.

Of these eight properties, responses received were as follows:

Responses		
For	Against	No Reply
5	3	N/A

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

At its 17 December 2012 Ordinary Meeting, Council resolved the following:

1. *That in accordance with section 163 of the Local Government Act 1989:*
  - (a) *Council declares its intentions to levy a Special Charge Scheme at the Ordinary Council Meeting on 17 December 2012 for funding expenses for the construction of a sealed roadway in Taylors Road, Koornalla from Traralgon Creek Road to Browns Road; and*
  - (b) *Council gives public notice of its intention to make a declaration of a Special Charge Scheme; and*
  - (c) *Council notifies persons liable to pay the \$5000 special charge by sending a notice.*
2. *That Council, in accordance with section 223 of the Local Government Act 1989 consider any submissions received in relation to the declaration of its intention to levy a Special Charge Scheme to seal Taylors Road, Koornalla at the Ordinary Council Meeting on 4 March 2013.*

All functions of resolution one have now been completed and this report responds to resolution two.

Council has complied with Section 163(1A) of the *Local Government Act 1989*, by giving Notice of Intention to declare a Special Charge Scheme and publishing a public notice in the Latrobe Valley Express.

The owners who will be liable to contribute to the Scheme were notified in writing and invited to make submissions in accordance with the provisions of Section 163A of the Act.

Number 70 Taylors Road, Koornalla was purchased by the State Government under the Bushfire Buyback Scheme on 21 January 2013, and copies of all documentation that had been sent to previous owners was sent to them to gauge their opinion in relation to the sealing of the road. No response has been received to date. (Note: The previous owners response was 'no' in the initial consultation, so the response of the new property owner will not determine the success of this Special Charge Scheme as there is already a majority in favour of the sealing of the road).

**ISSUES**

Two Council policies are applicable to this matter. These policies are Sealing of Rural Unsealed Roads Policy and the Contributory Scheme Policy.

The Contributory Scheme Policy requires that prior to the implementation of a Special Charge Scheme under Section 163 of the *Local Government Act 1989*; Council staff initiates Stage 1 of the public consultation process in accordance with Appendix 1 – Initial Consultative Process of the Contributory Scheme Policy.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

The Sealing of Rural Unsealed Roads policy outlines a maximum contribution of \$5,000 per rateable property (subject to CPI annually).

The Stage 1 public consultation process commenced on 18 January 2012 with a meeting of property owners.

This meeting of property owners was attended by seven people representing three property owners. There are a total of eight rateable properties that are eligible to be included in this Special Charge Scheme, pending Council approval.

The meeting discussed a number of issues including the process to prepare a Special Charge Scheme, the design concept plan/design standards, timelines and the next steps in the process. A copy of the meeting notes is included as attachment 6 to this report.

The concept design presented at the meeting provided for a 5.5 metre wide seal on a 6.5 metre wide pavement with curve widening as appropriate. A copy of the plan is included in attachment 6.

**FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

The detailed design and cost estimate to seal Taylors Road, Koornalla from Traralgon Creek Road to Browns Road is approximately \$250,000.

The total maximum contribution from the property owners would be \$40,000, with Council's contribution \$210,000.

Council has established a reserve to assist in the funding of sealing of rural unsealed roads. There is \$904,000 in this reserve which is available for Council to allocate funds to this and future projects.

The Sealing of Rural Unsealed Roads policy includes evaluation criteria to assist in the prioritisation of approved Special Charge Scheme projects. There are several evaluation criteria which determine project priority, including:

- Traffic volumes
- Safety considerations
- Owner contribution
- Number of properties to benefit

This would be implemented if further roads are approved resulting in Council's contribution exceeding the available budget.



**INTERNAL/EXTERNAL CONSULTATION***Engagement Method Used:*

There has been a range of community consultation activities completed in preparation for this report, including letters, feedback forms and a community meeting.

As part of the Stage 1 – Initial consultative process of the Contributory Scheme Policy, the concept plans were displayed for two weeks (30/07/12 to 13/08/12) at Council Offices and Stakeholders notified.

Any property owner that chose not to respond to the initial feedback form was followed up in writing and with a telephone call to ensure they had an opportunity to provide feedback on this issue.

A notice of intention to declare a Special Charge Scheme was advertised in the Latrobe Valley Express on 7 January 2013 and asks for submissions on the proposed scheme to be submitted by 4 February 2013.

The owners who will be liable to contribute to the Scheme were notified in writing on 20 December 2012 and invited to make submissions in accordance with the provisions of Section 163A of the Act.

*Details of Community Consultation / Results of Engagement:*

There have been no further submissions received in relation to this matter.

**OPTIONS**

The following options are available to Council:

1. Proceed with the Contributory Scheme Policy public consultation process Stage 2 – Statutory Procedure under the *Local Government Act 1989*; or
2. Take no further action.

**CONCLUSION**

A majority of property owners in Taylors Road, Koornalla have indicated their willingness to contribute to the construction costs associated with the sealing of this rural unsealed road.

The Stage 1 Initial Consultation process in accordance with the Contributory Scheme Policy 11 POL-3 has now been completed and having regard to the favourable response from those who attended the meeting together with the majority of positive written responses received to date, it would now be appropriate for Council to proceed to Stage 2 - Public Consultation Process.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

### Attachments

1. Plan of Taylors Road, Koornalla
2. Petition from residents
3. Appendix A of Council's Sealing of Rural Unsealed Roads Policy
4. Property owner responses - March 2010
5. Property owner responses - September 2011
6. Property owner Meeting Notes and Concept Design - 18 January 2012
7. Summary of comments on feedback forms following community meeting

### **RECOMMENDATION**

1. That Council declares a Special Charge Scheme under S163 of the Local Government Act 1989 for the following properties within the area of land in Taylors Road, Koornalla.

<i>Property Address</i>	<i>Legal description</i>
1590 Traralgon Creek Road	L 1 LP 141895
33 Taylors Road	L 1 LP 329016
Taylors Road L10 LP148436	L 10 LP 148436
60 Taylors Road	L 1 PS 328422
70 Taylors Road	L 2 LP 328422
20 Browns Road	L 13 LP 148436
10 Browns Road	L 14 LP 148436
1570 Traralgon Creek Road	CA 3L

2. That each allotment be liable for one apportionment unit valued at \$5,000 and the total amount to be recovered from the Special Charge Scheme is \$40,000.
3. That the funds received from the Special Charge Scheme be used to defray the cost associated with the construction of Taylors Road, Koornalla.
4. That payment be requested following completion of the sealing works in Taylors Road, Koornalla, and
5. That all property owners in Taylors Road, Koornalla be notified in writing of Council's decision to declare a Special Charge Scheme for the sealing of Taylors Road, Koornalla.
6. That the contribution required by Council (\$210,000) to seal Taylors Road, Koornalla be referred for consideration as part of the 2013/14 Capital Works budget preparation process, utilising the reserve to fund the sealing of rural unsealed roads.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

**Moved:** Cr Harriman  
**Seconded:** Cr Sindt

**That the Recommendation be adopted.**

**For the Motion**

Councillor/s Harriman, White, O'Callaghan, Kam, Middlemiss, Gibbons. Rossiter

**Against the Motion**

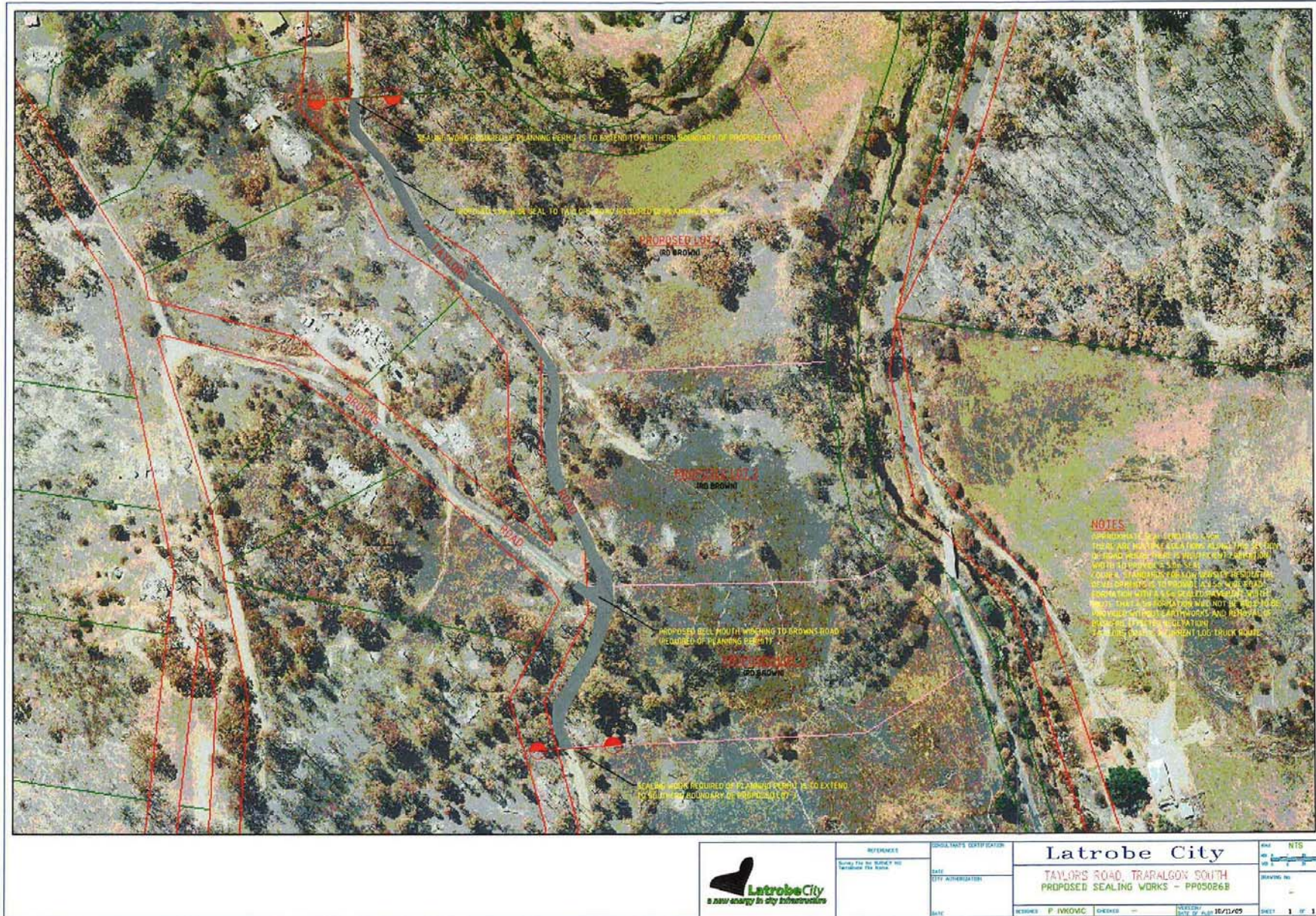
Councillor/s Sindt, Gibson


**The Mayor confirmed that the Recommendation had been CARRIED.**

## 9.3

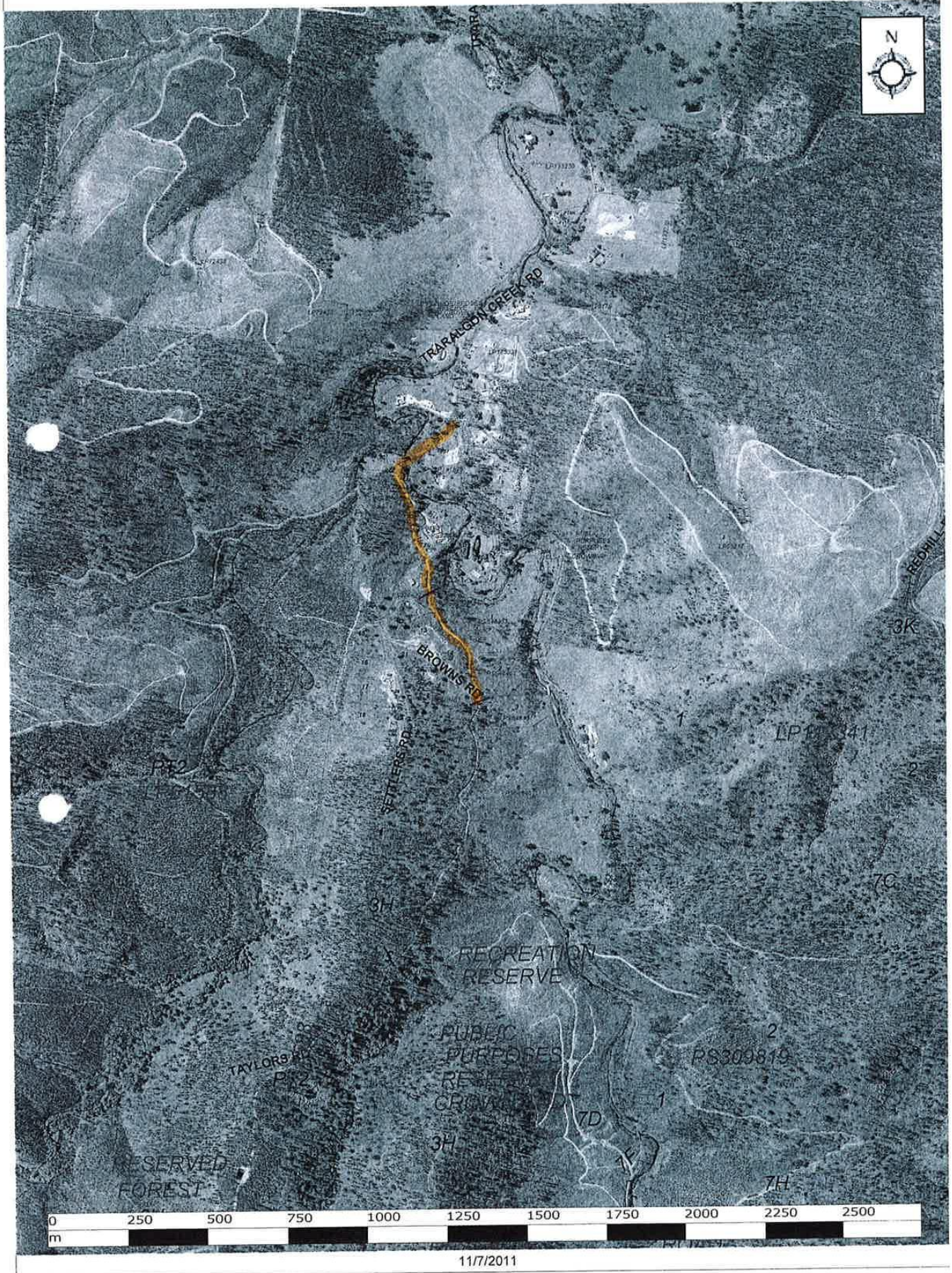
### Proposed Special Charge Scheme to Seal Taylors Road, Koornalla

1	Plan of Taylors Road, Koornalla.....	53
2	Petition from residents.....	55
3	Appendix A of Council's Sealing of Rural Unsealed Roads Policy .....	61
4	Property owner responses - March 2010.....	63
5	Property owner responses - September 2011 .....	71
6	Property owner Meeting Notes and Concept Design - 18 January 2012.....	81
7	Summary of comments on feedback forms following community meeting.....	85



	REFERENCES Survey: T41 80 SURVEY 100 Landmark: See Notes	LOCALITY'S CERTIFICATION DATE: _____ CITY AUTHORIZATION: _____ DATE: _____	Latrobe City TAYLORS ROAD, TRARALGON SOUTH PROPOSED SEALING WORKS - PP05026B	SCALE: 1:1000 DATE: 16/11/25 SHEET: 1 OF 1
	DESIGNER: P. IVKOVIC DRAWN: _____ CHECKED: _____	APPROVED: _____ DATE: _____	PROJECT NO: PP05026B DRAWING NO: _____	SHEET: 1 OF 1

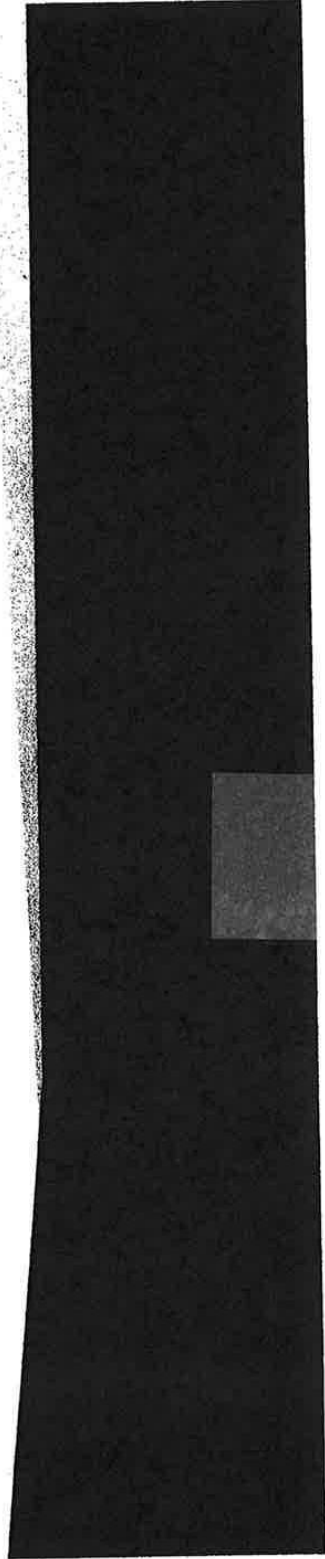
1:14632.277



Latrobe City	
01 DEC 2009	
Doc. No:	
Act'n Officer:	Cr Vermeulen
Disposal Code:	
Comments:	cc Ben Frisgraff

# Proposed Sealing of Taylors road Koornalla

Points of Concern  
By Residents



Points of concern are

- ❖ The extra dust produced due to the increase of traffic and lack of trees which settles on our roofs contaminating our drinking water supply .
- ❖ Taylors road is only graded a maximum of once or twice a year which leaves the surface of the road with deep corrugations and pot holes along it's length making it very easy to lose control of your vehicle.
- ❖ With the steepness of the country and sheer drop towards Traraigon creek if any vehicle loses control would end up at the bottom of the gully a distance of hundreds of metres

At night there is poor visibility due to no white lines marked .Also there is a lack of guard rails opposites established driveways one mistake or mechanical failure and it's all over. Some driveways require mirrors as visibility is extremely poor it requires most of your car to protrude on to taylors road.

- ❖ As this is a government road used by all people including log trucks heavy machinery cars bikes etc us the residents should not have to pay for this resurfacing ,now as moneys have become available is the perfect time to start this project.



Points of concern are

- ▶ As this is a government road used by all people including log trucks heavy machinery cars bikes etc. Us the residents should not have to pay for this resurfacing ,now as moneys have become available it's the perfect time to start this project.
- ▶ We hope the wisdom of the council can see beyond the financial reasons and grant us a good safe road for all uses and our rate paying residents thank you.

## Summery

After a general meeting with all Taylors Browns and setterlers road residents it was a unanimous decision to pursue funding for the sealing of Taylors rd.

Starting from Traralgon creek road to browns rd which is approximately 1 kilometre in length.

Since the devastating bush fires in our area which has destroyed most of the trees along the road side, and the increase of traffic due to the heavy loss of homes, it has become almost unbearable living with the road conditions. We believe the safety of the residents are in jeopardy.

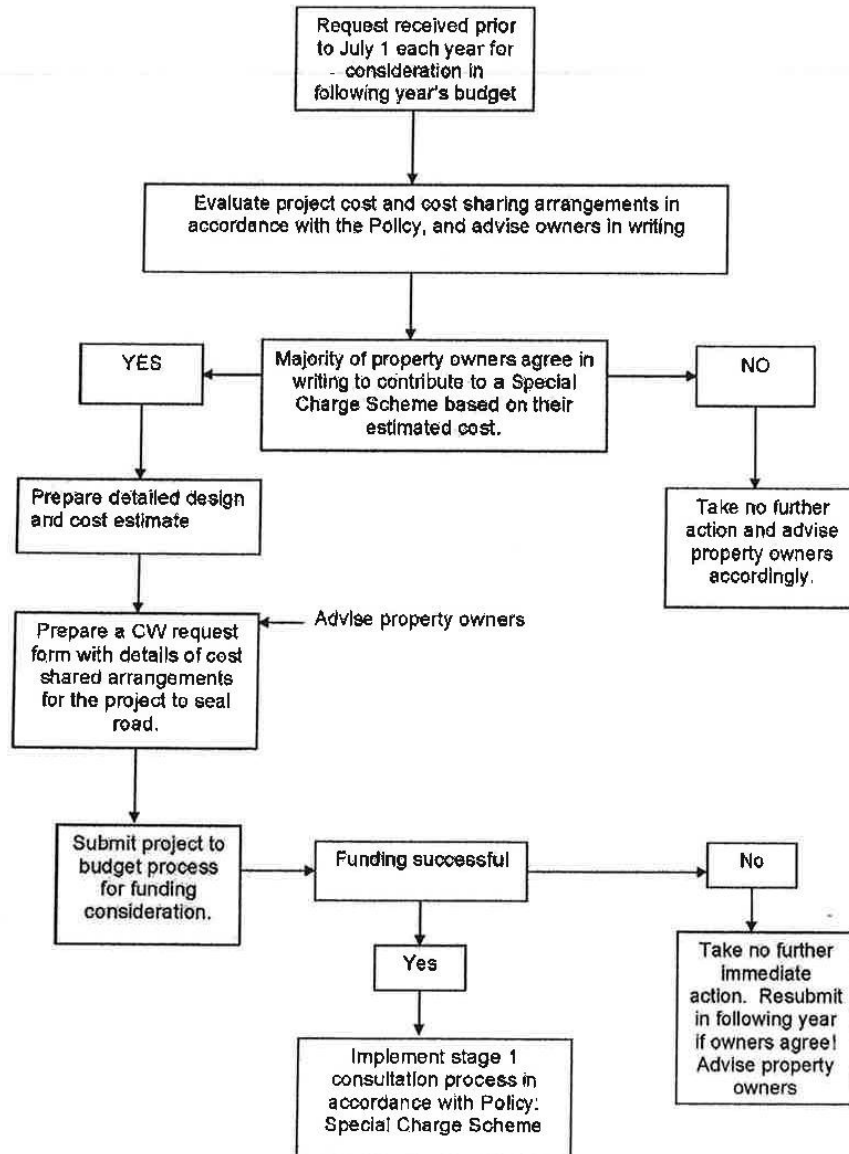
Our concerns are very real if the road is left in this state some one will be hurt or worse.





**Appendix A**

**COUNCIL POLICY SEALING OF UNSEALED RURAL ROADS  
PROCESS CHART/PROCEDURE**



**Feedback Form**

Our Ref: PWPS2010/6  
Contact: Brian Fitzgerald



20 Browns Rd  
KOORNALLA VIC 3844

Returning Officer: Brian Fitzgerald

Dear Resident/Owner,

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla between Traralgon Creek Road and Browns Road.. Please return this form to Latrobe City Council in the reply paid envelope by Friday 30 April 2010.

agree      disagree

- 1. I agree to participate in a Special Charge Scheme to seal Taylors Road between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

General Comments or Concerns:

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---

(Use other side if insufficient space)

Property Address: 20 Browns Rd Koornalla

Signed: *[Signature]*

Date: 24/4/10

Name (please print): Lisa Michelle Felkel

Nicholas Hodgson → *[Signature]*

Please return your completed form to Latrobe City Council by Friday 30 April 2010

<b>Latrobe City</b>	
28 APR 2010	
Doc. No. <i>HC 3844</i>	<i>509037</i>
Action Officer:	
Dispose Code:	
C. No. S:	

Feedback Form

Our Ref: PWPS2010/6  
Contact: Brian Fitzgerald



60 Taylors Rd  
KOORNALLA VIC 3844

Returning Officer: Brian Fitzgerald

Dear Resident/Owner,

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla between Traralgon Creek Road and Browns Road.. Please return this form to Latrobe City Council in the reply paid envelope by Friday 30 April 2010.

agree      disagree

- 1. I agree to participate in a Special Charge Scheme to seal Taylors Road between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

General Comments or Concerns:

When will this project be started.

I would like to pay in rates installments

(Use other side if insufficient space)

Property Address: 60 Taylors Rd Koornalla

Signed: Patrick Zappina

Date: 9-4-10

Name (please print): Patrick Zappina

Latrobe City	
13 APR 2010	
Doc. No:	505079
Action Officer:	
Disposal Code:	
Comments:	

Please return your completed form to Latrobe City Council by Friday 30 April 2010

Feedback Form

Latrobe City	
21 APR 2010	
Doc. No:	507105
Action Officer:	
Disposal Code:	
Comments:	



Our Ref: PWPS2010/6  
Contact: Brian Fitzgerald

PO BOX 9093  
TRARALGON VIC 3844

Returning Officer: Brian Fitzgerald

Dear Resident/Owner,

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla between Traralgon Creek Road and Browns Road.. Please return this form to Latrobe City Council in the reply paid envelope by Friday 30 April 2010.

agree      disagree

- 1. I agree to participate in a Special Charge Scheme to seal Taylors Road between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

General Comments or Concerns:

*very keen -*

*I please note our driveway entrance was re-constructed after badly damaged by falling burnt trees - now dry stone work very close to road edge - can any road work which might damage be discussed with us, please*

(Use other side if insufficient space)

Property Address: *23 Taylors Rd Koornalla*

Signed: *Esther Grounds* Date: *10/4/10*

Name (please print): *Esther GROUND S*

Please return your completed form to Latrobe City Council by Friday 30 April 2010



P.S. Some residents in Browns Rd very keen for Taylors Rd sealing too as so much rising dust now.  
 Pat Laffan & I are pleased you have kept this happening thanks Brian.  
 10/4/10.

Brian,

Koornalla + the Ray Community Support Group has planted (with funding from Katoolie City + Seroprimists) ~~have planted~~ lots of new trees on Taylors Rd. If these need to be removed for bitumen to be laid, the Community Group will move trees - they can be transplanted if moved at right time & in right way. Please let me know.  
 Thanks Eske Jacobs. 0418 828009

Feedback Form

Our Ref: PWPS2010/6  
Contact: Brian Fitzgerald

1570 Traralgon Creek Rd  
KOORNALLA VIC 3844

Returning Officer: Brian Fitzgerald

Dear Resident/Owner,



**Latrobe City**

a new energy

LATROBE CITY COUNCIL  
INFORMATION MANAGEMENT

RECEIVED

- 7 JUN 2010

R/O: [ ] Doc No: 522661

Comments/Copies Circulated to:

Copy registered in DataWorks  Invoice forwarded to accounts

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla between Traralgon Creek Road and Browns Road.. Please return this form to Latrobe City Council in the reply paid envelope by Friday 30 April 2010.

agree disagree

- 1. I agree to participate in a Special Charge Scheme to seal Taylors Road between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

General Comments or Concerns:

THE SOONER THE  
 BETTER, BEFORE SOMEONE  
 GETS KILLED.  
 WE HAVE AGREED TO PAY  
 AND SEAL FOR YEARS BUT IT  
 NEVER GETS PAST THIS POINT  
 LETS HOPE THIS TIME IT GOES AHEAD.

(Use other side if insufficient space)

Property Address: 1570 TRARALGON CREEK RD KOORNALLA

Signed: [Signature] Date: 28/5/10

Name (please print): PETER LEITNER

Please return your completed form to Latrobe City Council by Friday 18 June 2010

Feedback Form

Our Ref: PWPS2010/6  
Contact: Brian Fitzgerald



PO BOX 288  
TRARALGON VIC 3844

Returning Officer: Brian Fitzgerald

Dear Resident/Owner,

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla between Traralgon Creek Road and Browns Road.. Please return this form to Latrobe City Council in the reply paid envelope by Friday 30 April 2010.

agree      disagree

- 1. I agree to participate in a Special Charge Scheme to seal Taylors Road between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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General Comments or Concerns:

See attached (on reverse →)

(Use other side if insufficient space)

Property Address: Browns Rd / Pettle Rd

Signed: [Signature]

Date: 30/3/10

Name (please print): M. J. TUCKER

Please return your completed form to Latrobe City Council by Friday 30 April 2010

Latrobe City	
91 APR 2010	
Doc. No:	SC1728
Action Officer:	
Disposal Code:	
Comments:	

I object to this proposal because I feel it is quite unnecessary.

Furthermore, in the time I have owned this land, I have paid well over the \$5000 mentioned (in rates) for which I can see absolutely nothing in return.

Another thing: I made a single request to the Council after the bushfires -- that the boundary between my land and the neighbour be restored after whatever might have been left by the fires was totally obliterated by the Grocon bulldozers which used my land to pile up all the debris from surrounding blocks. I got no response.

Feedback Form

**REMINDER**

Our Ref: SPECCH 2010/4  
Contact: Carol Stokes

20 Browns Road  
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla between Traralgon Creek Road and Browns Road. Please return this form to Latrobe City Council in the reply paid envelope by Wednesday 2 November 2011.



LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED 10 NOV 2011	
R/O	Doc No.
Comments/Concerns Circulated to	
<input type="checkbox"/> Copying done in City Works	<input type="checkbox"/> Invoiced forwarded to accounts

agree      disagree

1. I agree/disagree to participate in a Special Charge Scheme to seal Taylors Road, Koornalla between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

General Comments or Concerns:

*Please be advised that our property 20 Browns Rd is adjoining to Taylors Rd. Our property entrance is from Browns Road. We are however happy enough to pay the \$5000 over a period of 4 times (included in rates?) to have the road sealed.*

(Use other side if insufficient space)

Property Address: *20 Browns Road Koornalla*  
 Signed: *[Signature]* Date: *7/11/2011*  
 Name (please print): *Lisa Felkel*

Please return your completed form to Latrobe City Council by Wednesday 2 November 2011.

**Feedback Form**

Our Ref: SPECCH 2010/4

33 Taylors Road  
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla. Please return this form to Latrobe City Council in the reply paid envelope by Friday 7 October 2011.

agree      disagree

1. I agree/disagree to participate in a Special Charge Scheme to seal Taylors Road, Koornalla between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

General Comments or Concerns:

*This road was badly damaged by the 2009 bushfire, and continues falling gums. A number of residents in Browns Rd + Taylors Rd have not returned.*

*A large amount of dust and further road damage has been caused by builders/contractors building on burnt our blocks.*

(Use other side if insufficient space)

Property Address:

*33 Taylors Rd, Koornalla*

*Chris Lee, owner of block neighbouring*

Signed *Esther Grounds*

Date *15/9/11*

Name (please print) *ESTHER GROUNDS*

LATROBE CITY COUNCIL  
INFORMATION MANAGEMENT

Please return your completed form to Latrobe City Council by Friday 7 October 2011.

*Thank you* 19 SEP 2011

RECEIVED  
19 SEP 2011  
R/O:      Doc No:  
Comments/Copies Circulated to:  
 Copy registered in DataWorks     Invoice forwarded to account

**Feedback Form**

Our Ref: SPECCH 2010/4

60 Taylors Road  
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
27 SEP 2011	
R/O:	Doc No:
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy registered in DataWorks <input type="checkbox"/> Invoice forwarded to account	

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla. Please return this form to Latrobe City Council in the reply paid envelope by Friday 7 October 2011.

agree      disagree

- I agree/disagree to participate in a Special Charge Scheme to seal Taylors Road, Koornalla between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

<input checked="" type="checkbox"/>	<input type="checkbox"/>
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General Comments or Concerns:

Good News

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(Use other side if insufficient space)

Property Address: 60 TAYLORS RD

Signed: *[Signature]* Date: 18-09-11

Name (please print): Patrick Zaffina

Please return your completed form to Latrobe City Council by Friday 7 October 2011.

Feedback Form

REMINDER

Our Ref: SPECCH 2010/4  
Contact: Carol Stokes



70 Taylors Road  
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla between Traralgon Creek Road and Browns Road. Please return this form to Latrobe City Council in the reply paid envelope by Wednesday 2 November 2011.

agree      disagree

1. I agree/disagree to participate in a Special Charge Scheme to seal Taylors Road, Koornalla between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

General Comments or Concerns:

*I am aware the road has to be sealed. At this moment in time I have a growth in my throat, and am currently on a pension of \$37. per day To pay \$5000 would cause financial hardship. Perhaps over five years onto the rates one might manage.*

(Use other side if insufficient space)

Property Address: 70 TAYLORS ROAD KOORNALLA 3844

Signed: *[Signature]*

Date: 25<sup>th</sup> Oct. 2011

Name (please print): DONALD BRIAN Wilson

Please return your completed form to Latrobe City Council by Wednesday 2 November 2011.

LATROBE CITY COUNCIL  
INFORMATION MANAGEMENT  
RECEIVED  
26 OCT 2011  
R/O: \_\_\_\_\_ Doc No: \_\_\_\_\_  
Comments/Copies Circulated to: \_\_\_\_\_  
 Copy registered in DataWorks  Invoice forwarded to accounts



Our Ref: SPECCH 2010/4  
DB:CS



**LatrobeCity**  
a new energy

8 September 2011

Mr P Leitner & Mrs J I Leitner  
1570 Traralgon Creek Road  
KOORNALLA VIC 3844

Latrobe City ABN 92 472 314 133  
Telephone 1300 367 700  
Facsimile (03) 5128 5672  
TTY (NRS) 133 677  
Post to PO Box 264 Morwell 3840  
Email Address latrobe@latrobe.vic.gov.au  
Internet www.latrobe.vic.gov.au  
AUSDOC DX217733 Morwell

Dear Mr & Mrs Leitner

**REQUEST TO SEAL TAYLORS ROAD, KOORNALLA BETWEEN  
TRARALGON CREEK ROAD AND BROWNS ROAD**

In March 2010 letters were sent to property owners in Taylors Road, Koornalla regarding a request to Latrobe City Council to investigate the feasibility of sealing Taylors Road.

We apologise for any inconvenience caused by this repeated process, however because of the lack of resident response to the initial survey in March 2010 and the passage of time, Council would like to again gauge interest in the sealing of Taylors Road.

I have enclosed a copy of the Feedback form and a pre-paid envelope, together with the original documents that were mailed to Taylors Road residents in March 2010.

Enclosed with this letter you will find:

- Copy of original letter sent to residents in March 2010
- Sealing of Rural Unsealed Roads Policy 11 POL-4
- Contributory Scheme Policy 11 POL-3
- A Feedback Form to record your comments
- A reply paid envelope

Please return your completed Feedback Form by Friday 7 October 2011.

If you have any queries regarding this matter, please contact Carol Stokes, Administration Officer on (03) 5128 5306 or via email [Carol.Stokes@latrobe.vic.gov.au](mailto:Carol.Stokes@latrobe.vic.gov.au).

Yours sincerely

**DAMIAN BLACKFORD**  
**Manager Infrastructure Development**

cc: Cr Ed Vermeulen

PLEASE FIND  
COPY OF FORMS  
SILLED ATT  
PREVIOUSLY.

Feedback Form

LATROBE CITY COUNCIL  
 INFORMATION MANAGEMENT

RECEIVED  
 20 OCT 2011

Our Ref: PWPS2010/6  
 Contact: Brian Fitzgerald

R/O: \_\_\_\_\_ Doc No: \_\_\_\_\_

Comments/Copies Circulated to: \_\_\_\_\_

Returning Officer: Brian Fitzgerald  APWSU fees added to accounts



COPY

Dear Resident/Owner,

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla between Traralgon Creek Road and Browns Road.. Please return this form to Latrobe City Council in the reply paid envelope by Friday 30 April 2010.

agree      disagree

- 1. I agree to participate in a Special Charge Scheme to seal Taylors Road between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

General Comments or Concerns:

PLEASE GO AHEAD AND  
 SEAL THIS DANGEROUS  
 ROAD.

(Use other side if insufficient space)

Property Address: 1570 TRARALGON CREEK RD KOORNALLA

Signed: [Signature] Date: 12/10/11

Name (please print): PETER LEITNER

Please return your completed form to Latrobe City Council by Friday 30 April 2010

**Feedback Form**

Our Ref: SPECCH 2010/4

**1570 Traralgon Creek Road  
KOORNALLA VIC 3844**

Returning Officer: Carol Stokes

Dear Resident/Owner

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla. Please return this form to Latrobe City Council in the reply paid envelope by Friday 7 October 2011.

agree      disagree

- 1. I agree/disagree to participate in a Special Charge Scheme to seal Taylors Road, Koornalla between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

<input checked="" type="checkbox"/>	<input type="checkbox"/>
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General Comments or Concerns:

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(Use other side if insufficient space)

Property Address: 1570 Traralgon Creek Rd Koornalla

Signed: [Signature] Date: 14/9/11

Name (please print): Emma Zammit

**Please return your completed form to Latrobe City Council by Friday 7 October 2011.**

<b>LATROBE CITY COUNCIL INFORMATION MANAGEMENT</b>	
RECEIVED <b>19 SEP 2011</b>	
R/O:	Doc No.:
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy registered in DataWorks	<input type="checkbox"/> [unclear]

**Feedback Form**

Our Ref: SPECCH 2010/4

10 Browns Road  
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED 21 SEP 2011	
R/O:	Doc No:
Comments/Copies Circulated to	
<input type="checkbox"/> Copy registered in DataWorks	<input type="checkbox"/> Invoice forwarded to accounts

Dear Resident/Owner

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla. Please return this form to Latrobe City Council in the reply paid envelope by Friday 7 October 2011.

agree      disagree

- 1. I agree/disagree to participate in a Special Charge Scheme to seal Taylors Road, Koornalla between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

General Comments or Concerns:

\$5000 is an excessive amount  
for some tar to be put on  
a road, why do I pay \$0000?  
for rates in this area when you  
want more money from me!!!

(Use other side if insufficient space)

Property Address:

Signed [Signature] Date 14/09/2011

Name (please print) Ben Leitner

Please return your completed form to Latrobe City Council by Friday 7 October 2011.

Feedback Form

**REMINDER**

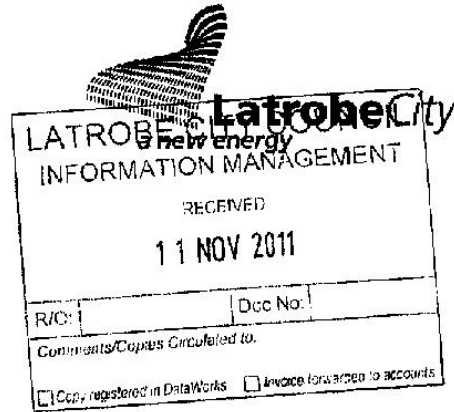
Our Ref: SPECCH 2010/4  
Contact: Carol Stokes

1590 Traralgon Creek Road  
KOORNALLA VIC 3844

Returning Officer: Carol Stokes

Dear Resident/Owner

Please tick the box that reflects your opinion in relation to the sealing of Taylors Road, Koornalla between Traralgon Creek Road and Browns Road. Please return this form to Latrobe City Council in the reply paid envelope by Wednesday 2 November 2011.



agree      disagree

1. I agree/disagree to participate in a Special Charge Scheme to seal Taylors Road, Koornalla between Traralgon Creek Road and Browns Road and contribute \$5,000 per rateable property.

General Comments or Concerns:

WOULD LIKE TO SEE TAYLOR'S ROAD SEALED, HOWEVER

AS OUR ADDRESS IS NOT TAYLORS ROAD, WE FEEL

IT IS UNFAIR TO MAKE US CONTRIBUTE.

WOULD PREFER IF COUNCIL USED SOME OF THE

SUBSTANTIAL FUNDS IT RECEIVED FOR BUSHFIRE RECOVERY,

THOSE PEOPLE LIVING ON THAT ROAD DESERVE A SAFE ESCAPE ROUTE FROM FUTURE FIRES.

(Use other side if insufficient space)

Property Address: 1590 TRARALGON CREEK ROAD, KOORNALLA, VIC, 3844.

Signed: [Signature] Date: 1/11/11

Name (please print): EBONY TYLER

Please return your completed form to Latrobe City Council by Wednesday 2 November 2011.

## Proposed Sealing of Taylors Road, Traralgon

Wednesday 18 January 2012

7.00pm

Latrobe City Council Service Centre, Kay Street, Traralgon

### Meeting Notes

**Attendees:** Cr Ed Vermeulen, Linda McCrorey, Carol Stokes (Latrobe City Council), Ralph Brown, Heather Rowe, Pat & Kathy Zaffina, Chris Lee, Sean Leahy, Esther Grounds

**Apologies:** Luke McGrath (Latrobe City Council)

#### 1. Welcome and introduction

Welcome comments and introductions were made by Cr Ed Vermeulen.

#### 2. Sealing of Unsealed Rural Roads and Contributory Scheme Policies

The policy documents were discussed including:

- Stages of the Special Charge Scheme;
- Evaluation criteria;
- Council process, and
- Time lines

The results of the initial Feedback Form were as follows:

<i>Number of properties affected</i>	<i>Responses</i>		
	<i>For</i>	<i>Against</i>	<i>No reply</i>
8	5	2	1

As majority agreed to participate we have moved to this meeting which is Stage 1 – Initial Consultative Process.

#### 3. Contributions

**Concept :** Attached is a plan (2 x A3 pages) showing the extent of the road to be considered under this scheme, and includes typical cross sections. The proposed seal starts at Traralgon Creek Road and ends at chainage 1060 (at the intersection of Browns Road), and would require the removal of two trees located at chainage 650 & 745.

**Cost estimate:** Details of the estimated cost to seal Taylors Road were presented as follows:

\$250,000 estimated cost to seal Taylors Road  
\$ 40,000 owner's contribution (8 rateable properties x \$5,000 each)  
\$210,000 Latrobe City Council contribution

These estimates include removal of trees/vegetation where required, building the road base and sealing. The owner's contribution is a maximum amount and will not increase, regardless of what the confirmed actual costs are.

#### 4. Next Steps

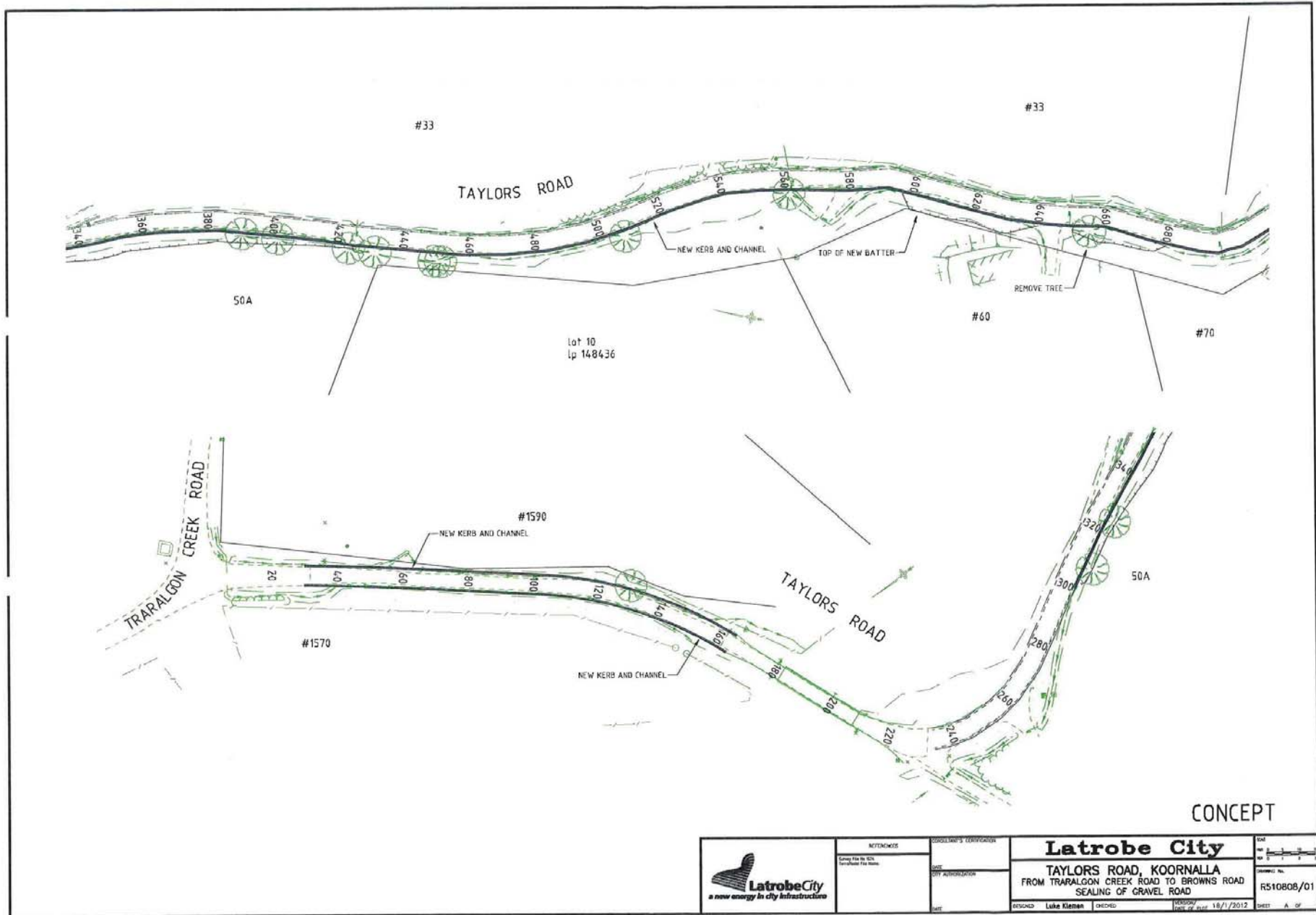
1. Property Owners will receive another Feedback Form (attached) to formally indicate their support for a Special Charge Scheme, after receiving and reviewing the proposal.
2. If a clear majority are still willing to contribute to a Special Charge Scheme, concept plans will be displayed at Council offices for a period of 2 weeks.  
(If there is no longer a clear majority in support of a Special Charge Scheme, the Scheme will not proceed, and property owners will be advised accordingly.)
3. If supported, the Scheme is then referred to Council for consideration and referral to the Capital Works Program.

#### 5. General discussion/questions

The following comments were discussed by the residents at this meeting:

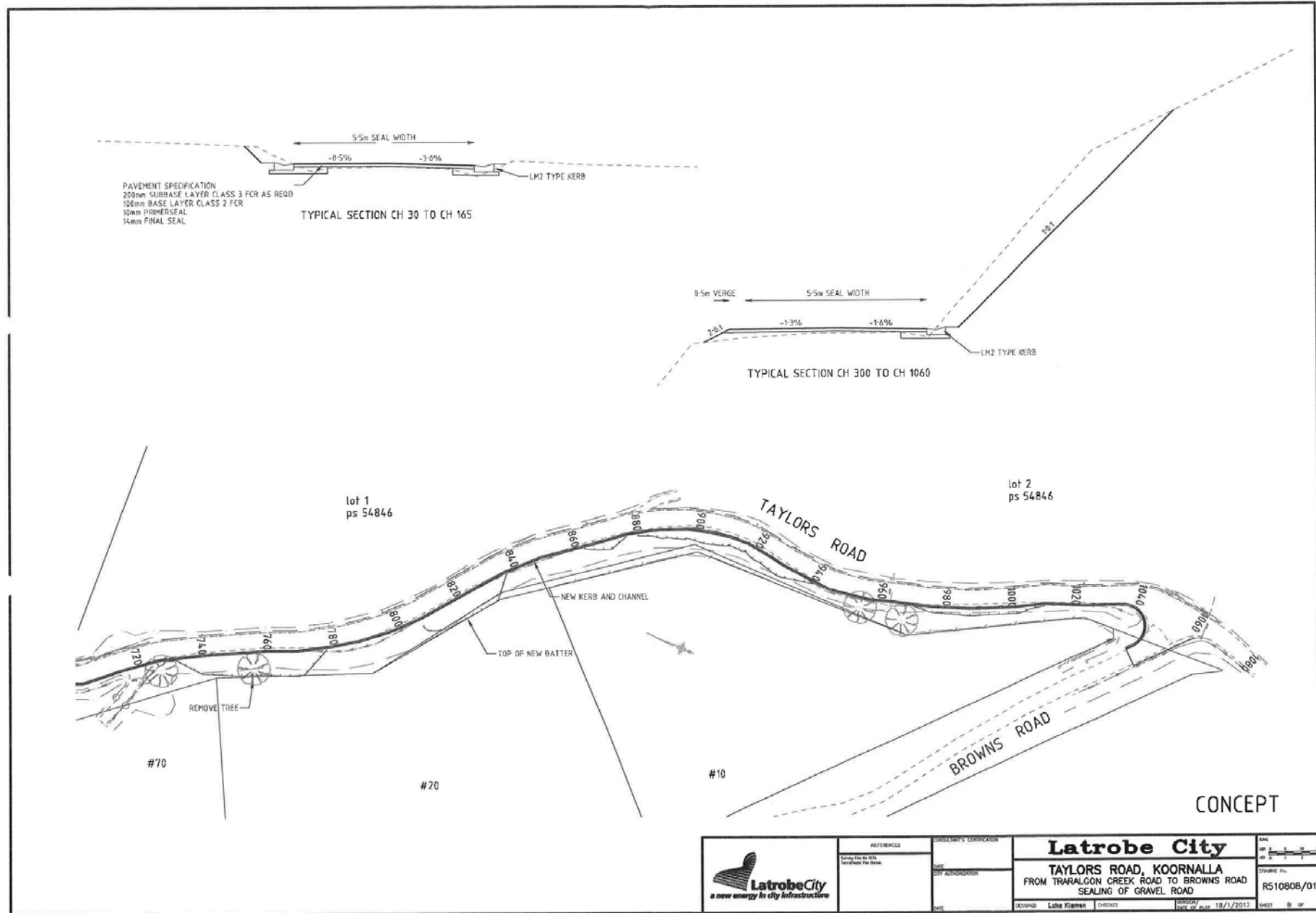
- Payment process – Please refer to the “Frequently Asked Questions” sheet attached.
- Taylors Road was confirmed as a rural-local road at the meeting, therefore the design is based on this. Refer to ‘Frequently Asked Questions’ sheet for details (attached).
- Concerns re how the traffic count is done – trucks in seasonal time, tourists etc. Timber jinkers use Traralgon Creek Road, Taylors Road.  
A new traffic count will be completed at the time of the detailed design. Past counts will also be considered when analysing traffic data.
- Drainage issue at the intersection of Browns Road & Taylors Road – Mr Brown marked the location of the issue on the concept plan to be considered when detailed design is done.
- Mr Zaffina raised concerns re columns of water coming off bank, next to No. 60 (chainage 720). It hasn't happened for quite a few years - could be a spring emptying? Needs to be considered when detailed design is done.
- Construction of kerb at end of Mr Zaffina's place to past Lot 10.  
All kerb to be installed is Latrobe City Council's LM2, which is fully mountable by vehicles.
- Frequently Asked Questions - will be sent out with minutes (attached).
- Chris Lee – Has not received any of the paperwork re the proposed Special Charge Scheme. A letter has been sent to Mr Lee to address his enquiry.
- Request made to have gum tree inspected near No. 60, as believed to be dead and dangerous. Request made on the 24/01/12 to investigate (Ref. No. 406010).
- Designer confirmed that all existing driveway levels will be married into the new road surface.

The meeting was closed by Cr Ed Vermeulen at 7.45 pm



	REFERENCES Council File No. 524 Attachment File Name:	CONSULTANT'S CERTIFICATION DATE: _____ CITY AUTHORIZATION: _____ SIGN: _____	Scale: 1:1000 Drawing No. R510808/01 SHEET A OF 1
	<b>Latrobe City</b> TAYLORS ROAD, KOORNALLA FROM TRARALGON CREEK ROAD TO BROWNS ROAD SEALING OF GRAVEL ROAD		
DESIGNED: Luke Klaman		CHECKED: _____ PROJECT/DATE OF ISSUE: 18/1/2012	





**Proposed Special Charge Scheme to seal Taylors Road, Koornalla*****Summary of comments on Feedback Forms (re letters sent 25/01/12)*****For**

<b>Property</b>	<b>Name &amp; Address</b>	<b>Comments</b>
20 Browns Road	Lisa Felkel 20 Browns Road KOORNALLA	Nicholas Hodgson and myself, Lisa Felkel, are happy to pay the total amount of \$5000 in instalments only. Please note, Nicholas and I would have liked to attend the meeting but were unaware of this?? Not sure what has happened here. Therefore, apologies for non-attendance.
33 Taylors Road	Esther J Grounds	Post bush fire in Koornalla, the Koornalla reconstruction committee met Mr Brumby (then Premier) & Mr Madden (then Minister for Planning) and were reassured that VBRA money would be spent on infrastructure. Our road was discussed as: <ul style="list-style-type: none"> <li>- lots of dust with trucks collecting burnt trees in hills behind</li> <li>- lots of reconstruction, houses rebuilt &amp; falling trees damaged road.</li> </ul> And we were reassured that a recommendation would be made to support our proposal then sent to LCC. I gather that nothing further happened although Koornalla people along Taylors Road did visit staff from LCC a couple of months later. If staff (LCC) wondered about .....at the 18/1/12 meeting this history may help you understand.
60 Taylors Road	Pat Zaffina	No comments
1570 Traralgon Creek Road Taylors Road	Peter Leitner	No comments
	Ralph Brown	As long as the drainage problem at Browns Road is addressed. Also access to Lot 10 needs the kerb & channel to follow the batter bank at the west side of Taylors Road.

**Against**

<b>Property</b>	<b>Name &amp; Address</b>	<b>Comments</b>
10 Browns Road	Ben Leitner	I currently live in QLD and am not interested in the sealing of Taylors Road. \$5000 is an outstanding amount to ask from all rateable properties if a smaller and more affordable amount was in place further consideration would be taken. Sorry for inconvenience, but at this time am not interested.
70 Taylors Road	Donald Wilson	As I am on a pension I am not able to rebuild on the block. Therefore I am also unable to afford the \$5,000.
1590 Traralgon Creek Rd	Ebony Tyler	We don't live on Taylor's Rd and won't benefit from such a large expense, but would like to see the road get sealed.

**9.4 TRARALGON SOUTH RECREATION RESERVE MASTER PLAN**

**General Manager**

**Recreation, Culture &  
Community Infrastructure**

**For Decision**

**PURPOSE**

The purpose of this report is to present the Traralgon South Recreation Reserve Master Plan for Council consideration.

**DECLARATION OF INTEREST**

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives - Recreation*

*In 2026, Latrobe Valley encourages a healthy and vibrant lifestyle, with diversity in passive and active recreational opportunities and facilities that connect people with their community.*

*Strategic Objectives – Built Environment*

*In 2026, Latrobe Valley benefits from a well planned built environment that is complimentary to its surroundings, and which provides for a connected and inclusive community.*

*Latrobe City Council Plan 2012 - 2016*

*Shaping Our Future*

An active connected and caring community  
*Supporting all*

Attract, retain, support  
*Enhancing opportunity, learning and lifestyles*

*Strategic Direction – Recreation*

*Foster the health and wellbeing of the community by promoting active living and participating in community life.*

*Assess and evaluate recreational trends and opportunities to address community aspirations for passive and active recreational activities.*

*Align open space requirements of the community with useable public open space.*

*Promote and maximise the utilisation of recreational, aquatic and leisure facilities and services to ensure they meet the needs of the community..*

*Provide diverse and accessible recreational, leisure and sporting facilities, that are financially sustainable.*

*Develop and maintain high quality recreational, leisure and sporting facilities in accordance with community aspirations.*

*Service Provision – Built Environment*

*Develop high quality community facilities that encourage access and use by the community.*

*Promote and support high quality urban design within the built environment.*

*Support development of infrastructure within small town communities across the municipality.*

*Ensure proposed developments enhance the liveability of Latrobe City, and provide for a more sustainable community.*

*Ensure proposed developments and open space areas are complementary to their surrounds.*

**BACKGROUND**

The Traralgon South Recreation Reserve is located on the north western edge of the Traralgon South township. The reserve currently comprises of a cricket oval with turf wicket, four asphalt tennis courts, cricket nets, multi-use cricket/badminton pavilion, public hall (including public toilets), playground, and BBQ shelter and facilities.

The reserve also accommodates the local pre school, church, CFA building, Men's Shed, and is adjacent to the Traralgon South Primary School.

The need for a detailed master plan for the Traralgon South Recreation Reserve was identified through development of the *Southern Towns Outdoor Recreation Plan*, adopted by Council in 2009.

The Southern Towns Outdoor Recreation Plan identified that there were opportunities for the re-development of existing facilities at the reserve, including:

- Extending the pavilion to include designated change facilities for cricket, badminton and other potential future users;
- Rectifying the drainage issues on the oval and;
- Converting two tennis courts to multi-use courts.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

The development of a master plan was a priority following the February 2009 bushfires, as a number of funding opportunities for the Traralgon South Recreation Reserve highlighted the need to coordinate the future sustainable development of the reserve.

A consultant was appointed in 2011 to develop the Traralgon South Recreation Reserve Master Plan.

A draft master plan report was developed in conjunction with the community and key stakeholders in December 2011. The draft Traralgon South Recreation Reserve Master Plan was presented to Council on 6 February 2012 to seek endorsement to release the document for public exhibition.

At its Ordinary Meeting on 6 February 2012, Council resolved:

1. *That Council releases the draft Traralgon South Recreation Master Plan for public consultation for 5 weeks from Wed 8 February 2012 to Friday 16 March 2012 in accordance with Council's Community Engagement Plan 2012 – 2014.*
2. *That the draft Traralgon South Recreation Master Plan be forwarded to all groups involved in the initial stakeholder engagement.*
3. *A future report detailing the results of the community consultation for the draft Traralgon South Recreation Master Plan be presented to Council for consideration at the 21 May 2012 Ordinary Council Meeting.*

The master plan underwent a comprehensive community consultation process engaging with members of the community as well as key stakeholders and user groups throughout a seven week period. The original five week consultation was extended to allow further stakeholder feedback to be provided.

A report to update Council on the progress of the project was presented to the Ordinary Council meeting on 21 May 2012. Council resolves as follows:

1. That Council notes this report.
2. That a future report on the Traralgon South Recreation Reserve Master Plan be presented to Ordinary Council Meeting to be held on 2 July 2012.
  - A report to Council was prepared detailing submissions received during the consultation period and presented to Council at the Ordinary Council Meeting on 2 July 2012.

At this meeting Council resolved the following:

*That Council defer consideration of this matter.*

A Meeting with key stakeholders, Councillors and Council Officers was held on 4 December 2012 at the Traralgon South Community Hall to discuss further options for progressing the Traralgon South Recreation Master Plan.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

Following this stakeholder meeting held on the 4 December 2012, the Traralgon South Recreation Master Plan was amended to reflect the feedback received from stakeholders.

A follow up meeting was held on Tuesday 15 January 2013 with stakeholders given an opportunity to review the draft master plan and to confirm that the feedback from the previous meeting had been responded to and that stakeholders were supportive of the revised plan.

### **ISSUES**

#### Traralgon South Recreation Reserve Master Plan

The Master Plan (*refer Attachment 1*) has been prepared to guide Council and the community on the future use and development of sporting infrastructure at the Traralgon South Recreation Reserve. The Plan was prepared in consultation with key user groups of the reserve and incorporates the following key elements:

- Extending the Multi-Use Pavilion to include designated change facilities;
- A drainage study for the Traralgon South Recreation Reserve;
- Improvements to the drainage within the reserve, particularly the existing oval;
- Improvements to pedestrian connectivity within the reserve;
- Realignment of vehicle access ways and car parking;
- A second oval in the northern part of the reserve;
- Construction of 4 multi-use Tennis/Netball Courts in the northern part of the reserve;
- A pavilion to service the second oval and tennis/netball courts in the northern part of the reserve;
- Construction of a skate park.

The Plan provides a number of recommendations to undertake further improvements to the reserve to provide a more attractive and useable recreation reserve for the Traralgon South community and its environs.

#### Submissions to the draft Plan

A summary of consultation activities associated with the development of the Plan is provided in Internal/External Consultation component of the Council report. A total of three submissions were received (*refer Attachment 2*).

Within the submissions, there was general agreement on a number of matters including the location of the skate park, upgrade to the cricket pavilion, improvements to the tennis courts and overall recommendations to make the site more pedestrian friendly.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

Submitter	Comment	Officer Response
Traralgon South Tennis Club	Minor corrections to errors within the report.	Changes have been made.
	Native trees providing shade around the courts and hall may create a fire hazard. Species should be carefully considered.	This has been noted within the Plan.
	Proposed internal road alignment may create a hazard for pedestrians and rear access to the hall.	This is discussed further in the 'issues' section of this report below this table.
	Drainage issues within the site need to be addressed.	The implementation of the Plan will result in resolution of the drainage issues.
	It may be cheaper to relocate the tennis courts than to reconstruct them in their current location. Cost effectiveness should be considered.	The tennis courts will be relocated and reconstructed in the northern part of the reserve.
	Tennis rebound wall should be constructed for efficient use of space within the courts.	A tennis rebound wall to allow for a warm up area has been included in the Plan.  In the reconstruction of the tennis courts, the specific location of the fencing around the courts can be considered to ensure adequate space is provided for effective use of the courts.
Annette and Trevor Lade	Stormwater flows from the reserve into their property should be resolved.	Whilst this is outside the scope of the Plan, Council's Infrastructure Planning team will continue to investigate this matter and resolve as appropriate.
Traralgon South and District Township Association	Proposed internal road alignment may create a hazard for pedestrians and rear access to the hall.	This is discussed further in the 'issues' section of this report, below this table.
	Costs of constructing the realigned internal road may not make the road a viable option to pursue.	The proposed road behind the community hall will be removed from the master plan. The existing access in front of the community hall will be reconfigured to be a 'shared zone' with a reduced

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

		speed limit to protect pedestrians.
	The plan does not contain a long term vision for future facilities at the reserve.	This is discussed further in the 'issues' section of this report, below this table.
	The land to the north of the reserve should be pursued for additional facilities at the reserve (e.g. an additional oval, baseball diamond, or additional tennis courts).	Noted.
	A second road access is not considered to be required and access to Traralgon Creek Road raises safety concerns.	The proposed access to Traralgon Creek Road has been removed from the Plan.
	The Plan does not provide for additional car parking for the CFA and Men's Sheds.	Additional parking has been provided adjacent to the Men's Shed and the old tennis court site.
	A suitable location for an ANZAC memorial should be included in the Plan.	A location for an ANZAC memorial has been included in the Plan.
	The skate park is supported as shown on the plan.	Agreed.
	Upgrades to the existing cricket pavilion facilities are a high priority.	Individual projects will be subject to Council's annual budget and capital works process.
	The location of the tennis courts is appropriate subject to some refurbishments, and the co-location of a netball court.	The tennis courts will be reconstructed in the northern aspect of the reserve.

More detailed analysis of a number of issues outlined in the table above is set out as follows:

### *Creation of an access point to Traralgon Creek Road*

On previous draft versions of the Plan, a direct access point to Traralgon Creek Road was suggested to be explored in the north western corner of the site. After preliminary investigations, safe access and significant roadside vegetation were two constraints which prevented the further development of this point of access.



**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

Following consultation with the community and Vic Roads, this proposed access has been removed as it was considered that reconfiguring the internal road network and the existing access points to Keith Morgan Drive will provide adequate access to the reserve. The final version of the Plan has been amended to remove the connection to Traralgon Creek Road.

General surface water management

There are a number of areas within the reserve which suffer from inadequate drainage, particularly along the northern and western boundaries of the site and also around the tennis courts and John Black Oval.

The master plan has recommended that a drainage study for the entire reserve be undertaken prior to any major upgrades or installation of major infrastructure.

The drainage around the John Black Oval will be improved so that the oval can be used throughout the year, rather than just the summer months when the ground is in dry condition.

A written submission from a nearby landowner also acknowledges the impacts of surface water management and the impact it has on their property. This submission requests that Council address this issue of surface water management and ensure that no downstream landowners are detrimentally affected. Whilst outside the scope of the Plan, Council's Infrastructure Planning Team will continue to investigate this matter.

The Plan provides opportunity to implement water sensitive urban design treatments to improve the quality and flow of surface water throughout the site. Through the implementation of appropriate drainage measures, these issues can be addressed so that the utilisation of the reserve can be improved without compromising residential amenity for any downstream land owner.

Tennis rebound wall:

A suggestion was made within a written submission to create a tennis rebound wall to facilitate the creation of a space for warming up and practising prior to tennis games. This suggestion has been incorporated into the plan and located adjacent to the tennis courts. Any modifications to the existing fencing surrounding the courts can be considered at the detailed design stage for construction.

Opportunities for Longer Term Recreation planning north of the Reserve:

There is land to the north of the reserve, which is owned and managed by Council. This area was former timber plantation, which was cleared and purchased by Council in response to community concerns regarding the need for a fire break.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

Submissions and feedback received at the stakeholder meeting held on 4 December 2012 recommend that Council should incorporate this area into the Plan and set aside this space for future active recreation space. All stakeholders were supportive of additional sporting infrastructure being proposed for this part of the reserve. The following infrastructure will be in the northern part of the reserve:

- 4 Multi-use Tennis/Netball Courts;
- A second multi-use oval;
- A pavilion to service both the oval and tennis/netball courts;
- Additional parking;
- Additional road infrastructure.

### Vegetation within the Reserve providing a Fire Hazard:

There is existing landscaping and vegetation both within the site and on the periphery of the reserve. The Plan provides recommendations as to the management of this vegetation. The majority of which is canopy trees, particularly along the western site boundary. The majority of this vegetation is native, and emphasises the rural character of the area and is recommended to be retained and managed appropriately. The management of the vegetation is the responsibility of Latrobe City Council and will be undertaken as part of regular maintenance to the reserve.

### Car Parking and Vehicle Access within the Reserve:

The reconfiguration of the car parking areas within the reserve will result in an improvement to the existing layout and provide more space for pedestrians to access the facilities within the reserve. Future additional car parking for the Mens Shed will be provided by utilising the current tennis court site, when the new courts are constructed in the northern part of the reserve.

Currently, the vehicle access between the community hall and the tennis courts provides a barrier for pedestrians. This will be improved by making the area a shared pedestrian/vehicle zone, with a speed limit of 10 kilometres per hour.

To ensure safe access to the northern part of the reserve, where the second oval, tennis courts and pavilion are proposed, the existing access road to the western side of the oval will be upgraded to support two-way traffic within the reserve.

### ANZAC Memorial:

One of the submissions received suggested the need to include provision within the reserve for an ANZAC Memorial. An indicative location has been shown near the entrance to the reserve to provide for this feature.

Detailed design of the memorial will be considered subject to a future budget process for this project.

Skate Park:

There was general support for a Skate Park at the Traralgon South Recreation Reserve. The Skate Park, which is subject to State Government funding, and indicatively shown to the north of the Men's Shed site. Stakeholders felt that it was important that the Skate Park not impact on the future road widening that would need to occur to make the road on the western side of the oval a two-way road. An investigation has concluded that there is ample space for both the Skate Park and a two-way road linking the northern part of the reserve to the existing reserve.

**FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

The implementation of individual actions within the Master Plan will be subject to consideration as part of Council's future annual capital works and budget processes.

**INTERNAL/EXTERNAL CONSULTATION**

*Engagement Method Used:*

Extensive community consultation was undertaken as part of the development of the Traralgon South Recreation Reserve Master Plan. This included:

- Community meetings;
- Workshops with key stakeholders;
- Workshops with Councillors and Council Officers;
- Receipt of public and user group submissions; and
- A Survey Questionnaire.

The feedback received during this consultation was positive and enabled consideration of the issues that guided the development of the Traralgon South Recreation Reserve Master Plan.

The Draft Master Plan provided an opportunity for further public comments from 9 February 2012 to 30 March 2012. The public exhibition process was extended to a total period of seven weeks to allow submissions to be received to the plan. The consultation was carried out and included:

- A Councillor workshop;
- Key Stakeholders workshops;
- Community user group meetings;
- Public and user group submissions.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

### *Details of Community Consultation/Results of Engagement*

Following community consultation, three written submissions were received by Latrobe City Council in response to the Plan.

Two further meetings were held 4 December 2012 and 15 January 2013 with members of the Traralgon South community including:

- Traralgon South and District Community;
- Traralgon South Netball Club;
- Traralgon South Tennis Club;
- Traralgon South Badminton Club;
- CATS Cricket;
- Traralgon South CFA;
- Traralgon South Community Hall Committee;
- Individual community members.

### **OPTIONS**

The options available to Council are as follows:

1. Adopt the Traralgon South Recreation Reserve Master Plan (March 2013) acknowledging the submissions received.
2. Not adopt the Traralgon South Recreation Reserve Master Plan (March 2013) and seek further information.

### **CONCLUSION**

The Traralgon South Recreation Reserve Master Plan (March 2013) provides a clear direction for the provision of recreation facilities at Traralgon South and details the development potential of the reserve.

The public consultation process has enabled extensive feedback to be received from interested parties. Where appropriate, these comments have been incorporated into the Plan.

Adoption of the Traralgon South Recreation Reserve Master Plan (January 2013) will progress the delivery of the Latrobe City Council Plan 2012-2016 commitment to:

- Foster the health and well-being of the community by promoting active living and participation in community life
- Assess and evaluate recreational trends and opportunities to address community aspirations for passive and active recreational needs
- Develop high quality community facilities that encourage access and use by the community
- Ensure proposed developments and open space areas are complimentary to their surrounds.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

Adoption of the Traralgon South Recreation Reserve Master Plan (March 2013) will assist in the delivery of the Southern Towns Outdoor Recreation Plan and will also provide Council with a policy provision and a vision for Traralgon South Recreation Reserve that will enable a long term planning framework for the future use and development of the reserve.

**Attachments**

1. Traralgon South Recreation Reserve Master Plan

**RECOMMENDATION**

1. That Council adopts the Traralgon South Recreation Reserve Master Plan (March 2013).
2. That the Mayor writes to those persons who made written submissions to thank them for their contribution and notify them of Councils decision.

**Moved:** Cr O'Callaghan

**Seconded:** Cr Rossiter

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

## **9.4**

### **Traralgon South Recreation Reserve Master Plan**

<b>1</b>	<b>Traralgon South Recreation Reserve Master Plan.....</b>	<b>99</b>
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traralgon south recreation reserve  
master plan report

by hansen partnership

january 2013

aila victoria medal 2008  
australian institute of  
landscape architects  
(victorian state group)

consultant planner of the year 2006  
consultant planner of the year 2005  
planning institute of australia  
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traralgon south recreation reserve master plan

## table of contents

<b>1</b>	<b>introduction</b>	<b>3</b>
<b>2</b>	<b>background</b>	<b>4</b>
2.1	site context	4
2.2	land use	7
2.2.1	adjacent land use	7
2.2.2	active sporting fields	7
2.2.3	disused sporting facilities	8
2.2.4	buildings	9
2.2.5	potential future uses	10
2.2.6	public facilities	11
2.3	access and movement	13
2.3.1	access points	13
2.3.2	vehicular access and car parking	13
2.3.3	pedestrian access	14
2.3.4	safety	14
2.4	landscape and environment	16
2.4.1	open space	16
2.4.2	vegetation	16
2.4.3	views	16
2.4.4	drainage	17
<b>3</b>	<b>master plan recommendations</b>	<b>19</b>
3.1	john black reserve oval	19
3.2	community hall / shared zone	19
3.3	skate park	20
3.4	northern area	20
3.5	multi use courts	20
3.6	secondary oval / multi use pitch	21
3.7	vehicular access	21
3.8	pedestrian access	22
3.9	landscape	23
3.10	general	23
<b>4</b>	<b>conclusion</b>	<b>24</b>





traralgon south recreation reserve master plan

## 1 introduction

In September 2010 Latrobe City Council appointed Hansen Partnership to prepare a Master Plan for the Traralgon South Recreation Reserve. The aim of the project was to create a comprehensive plan identifying all opportunities for the creation and redevelopment of recreational facilities at the reserve and the provision of amenities to accommodate the local community.

The first stage of the Master Plan development focused on gathering information relating to the existing conditions of the reserve and issues concerning its use, from the following sources:

- Review of background documents including the *Southern Towns Outdoor Recreation Plan*, Latrobe City Council's *Recreation and Leisure Strategy*, *Sporting Reserves*, *Pavilion and Grounds Use Policy* and other relevant documents.
- Initial site visits and the identification of physical attributes of the park and surrounding area; and
- Community consultation sessions which gathered information about the use and presence of the reserve. A total of six consultation sessions were held with representatives from:
  - Latrobe City Council;
  - Sporting Clubs associated with the reserve, including cricket, badminton, tennis and netball;
  - Traralgon South Kindergarten and Traralgon South Primary School;
  - Community Groups, including the CWA, members of the church, Loy Yang Estate Owners Corporation and the Traralgon South & District Community Association; and
  - General community.

In collaboration with Council, Hansen Partnership prepared a draft Master Plan, which was presented to Council, stakeholders and the general community. Along with the Implementation Framework, the Master Plan will guide the future use and long term development of the Traralgon South Recreation Reserve



traralgon south recreation reserve master plan

## 2 background

### 2.1 site context

The Traralgon South Recreation Reserve is located in the north western corner of the township, as indicated in the accompanying context diagram (Figure 3). An analysis of the relationship between the reserve and the broader region has identified a number of key influences, which are briefly described as follows.

- The reserve is within a walkable distance for a large part of the existing residential catchment, however we understand that the majority of users drive to the facility.
- Existing connections between the reserve and other township services such as educational facilities, the church, and the general store can be greatly strengthened due to their close proximity with one another.
- The recently created Loy Yang Walking Track enters the site from the north, however it currently ceases at the reserve. There is an opportunity to continue the path through the reserve and the broader township, thus strengthening pedestrian access.
- The cleared Council owned land to the north of the site is to be retained as a bushfire buffer area.
- With both the Traralgon South Primary School and Kindergarten to the south east of the site, there is the potential to create strong pedestrian connections between all three facilities, which will help deal with the traffic hazards that currently exist for children accessing the reserve.
- The recreation reserve sits at the lowest point of the town and during periods of heavy rain, the area can become boggy and unusable. In the 2007 Traralgon South and District Sustainability Strategy it was suggested that the development of a wetland could be established in the recreation reserve to deal with urban drainage.



Figure 1: Traralgon South Flora & Fauna Reserve



Figure 2: Traralgon South Primary School

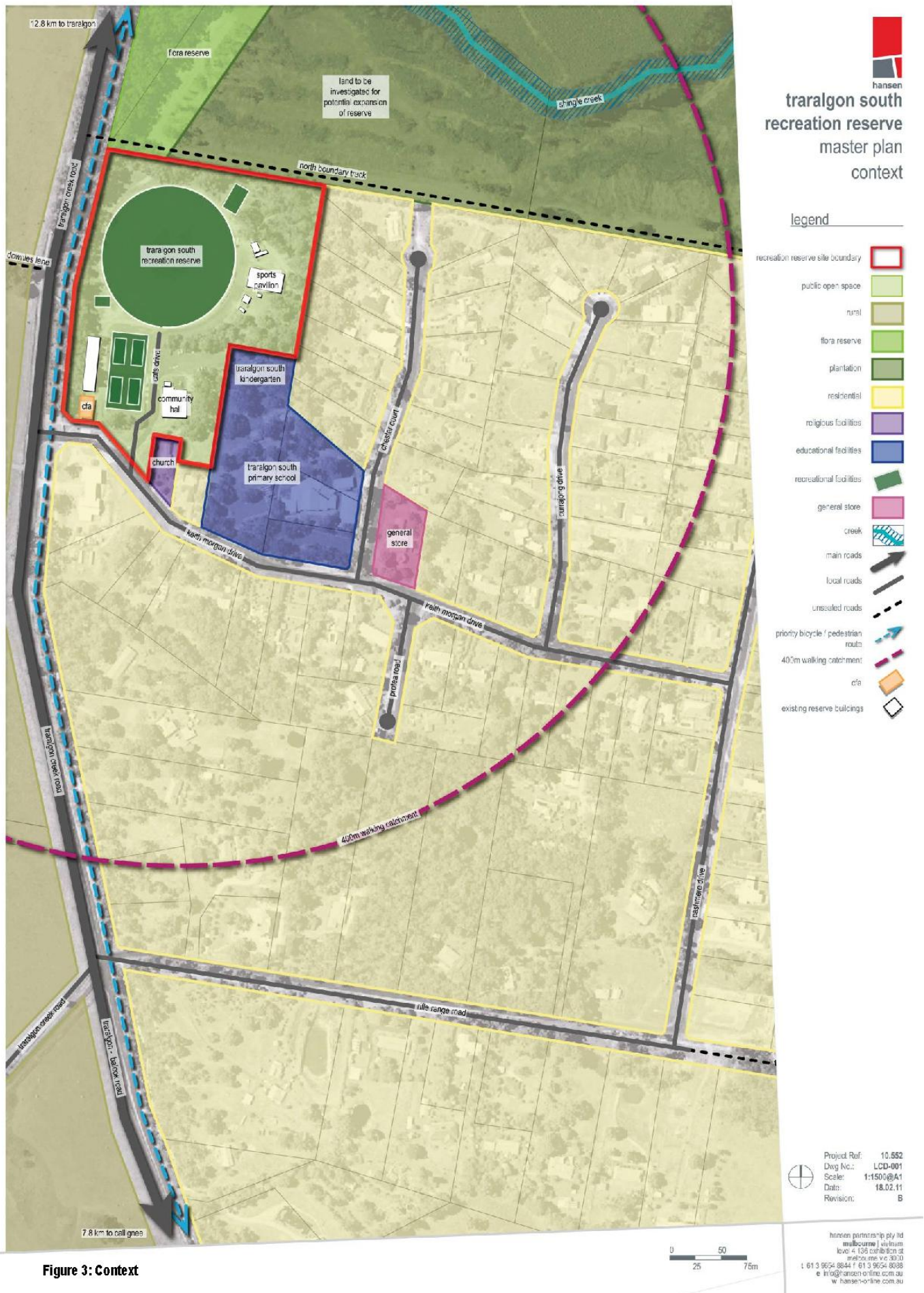


Figure 3: Context



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## 2.2 land use

The Traralgon South Recreation Reserve covers an area of approximately five hectares and incorporates a number of recreational facilities including tennis courts, cricket nets, a cricket oval, indoor badminton courts as well as the community hall and recently constructed men's shed. The lack of connection between these facilities has meant that the reserve has never met its full potential and the Master Plan will work to unite these elements allowing for better utilisation of the area.

The analysis of land use at the Traralgon South Recreation Reserve has identified a number of key areas, described as follows, and identified in the accompanying land use analysis diagram (Figure 10).

### 2.2.1 adjacent land use

- Traralgon South Recreation Reserve has an existing residential interface to the east along Chester Court and access to the reserve utilising this catchment should be promoted.
- The western boundary of the park is currently fronted by Traralgon Creek Road.
- The adjoining educational facilities to the south east of the site currently utilise the reserve during school times, however gaining access to the site is difficult due to the steep gradient, with the main route via Cats Drive.

### 2.2.2 active sporting fields

The Traralgon South Recreation Reserve currently consists of a variety of sporting facilities. A number of members in the local and greater community have indicated that they currently or potentially could make better use of the recreational facilities in the reserve.

#### sporting oval

- The reserve includes a single oval, which is currently only utilised for cricket and is heavily used during the summer months for training as well as for weekend matches. It is also used by the local primary school during the day for sporting meets and physical education; however pedestrian access to the reserve is seen to be an issue due to the lack of proper crossing points and unsafe footpath surfaces.
- The surface of the oval is in good condition, with lush grass growing during both winter and summer months. This is due to water shed from the surrounding town accumulating in the reserve; this however becomes an issue during winter months when lack of site draining renders the oval unusable.



Figure 4: John Black Reserve Oval



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#### tennis courts

- The four tennis courts located to the south of the oval are currently the most used facility at the reserve, with a multitude of ages utilising them throughout the year. There are two asphalt courts and two synthetic courts, the surface of which was applied in 2008. This however has already started to deteriorate due to the poor base on which it sits and complaints have been made about the surface becoming slippery when wet.
- The installation of lighting would be of great benefit to enable night competition and practice.
- The club suffers from a lack of storage and change facilities. It currently utilises the community hall to the east however during peak traffic time access to these facilities can become dangerous due to heavier vehicular movement along the road.
- The tennis courts are used by the local primary school during the day, however pedestrian access to them is seen to be an issue due to the lack of proper crossing points and unsafe footpath surfaces.
- Shade and shelter for spectators around the courts is lacking, and the introduction of some vegetation around this area would improve the amenity of the area.

#### new cricket nets

- Located on the north eastern corner of the site, the recently installed cricket nets serve as a training facility for the CATS (Callignee and Traralgon South Cricket Club).
- The cricket nets are slightly disconnected from some of the other sporting facilities located around the reserve and better access and lighting to the facility would benefit its users.



Figure 5: New Cricket Nets

#### 2.2.3 disused sporting facilities

##### old cricket nets

- The cricket nets located to the south west of the oval are in poor condition and with the installation of the new nets have become redundant. Their removal would allow for better utilisation of the area.



Figure 6: Disused Cricket Nets

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## 2.2.4 buildings

### multi sport pavilion

- The multi sport pavilion on the eastern side of the oval currently provides facilities for the local badminton club and social rooms for the CATS Cricket Club. During the bushfire recovery the multi sport pavilion was used as a central hub for the town and greater region to manage emergency efforts and provide help for the community.
- The multi sport pavilion has recently had upgrades to both the social rooms with a new bar and kitchen installed but the community has expressed that there are a number of ongoing issues with it. The building currently does not have change facilities, with the male and female toilets currently servicing all clubs that use the multi sport pavilion.
- The rear of the building currently houses badminton courts. In recent times the courts were resurfaced as a bushfire recovery project. This resurfacing was also to include lines for netball, however it received only volleyball lines.
- The multi sport pavilion was initially constructed as a half stadium, with the opportunity for expansion to include basketball and/or netball facilities.



Figure 7: Multi Sport Pavilion



Figure 8: Community Hall

### community hall and public toilets

- Located to the south of the site, the community hall acts as the central hub and meeting place for the town. The building itself includes a large hall and kitchen facilities which is utilised by a large selection of the community for social functions, fitness activities and general use.
- The adjoining primary school currently uses the hall for indoor sporting activities during school hours as the recently constructed multipurpose room at the school does not meeting their needs. Upgrades to the facilities were intended as part of the bushfire recovery scheme, however these have been put on hold until the completion of this Master Plan. These upgrades included overall improvements to the hall, with new public toilets, upgraded playground and BBQ amenities.



Figure 9: CFA Shed



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#### **men s shed**

- The men's shed located near the south western corner of the reserve was part of the bushfire recovery scheme, with the local community funding the project.
- The current location of the shed has caused some issues with regards to parking, with the area previously being utilised as an overflow for tennis and cricket parking.

#### **temporary community services and storage sheds**

- The temporary facilities located around the reserve were established to service the community during the bushfire recovery period. These are no longer required and are to be removed.

#### **CFA**

- The CFA facility is positioned on the far south west corner of the site. The CFA have raised their concerns about the safety of the access road that runs parallel to their shed.
- Sufficient space to the north of the building must be retained for service requirements and water tanks.

### **2.2.5 potential future uses**

With a need for upgrades to the majority of the current facilities within the recreation reserve, the Traralgon South community have also voiced the need for additional facilities as follows:

#### **netball**

- There is a need for netball courts, with the town's netball team currently having no facilities on which to play and practice since the previous courts at the primary school were removed to allow for the construction of a multipurpose building.
- The incorporation of netball facilities within the reserve would better utilise the area and potentially facilitate the sharing of facilities.

#### **skate park**

- The existing bushfire recovery plan indicates the proposed location for a new skate park adjacent to the northern boundary of the reserve. It has been determined that this is too isolated from the rest of the facilities within the reserve, and with the aim of the master plan to create better connection between existing facilities it would be recommended that an alternate location be established.
- The area where the disused cricket nets sit would be a prime location for a youth facility such as a skate park. The close proximity to the men's shed would provide an added level of surveillance of the facility.
- The incorporation of other youth activities within the skate park should also be considered, potentially including a bmx track, half basketball court or a rock climbing wall.

#### **winter sports**

- Due to poor drainage issues within the reserve, winter sports such as football, soccer and baseball currently cannot occur. If the drainage was improved, the oval could be utilised for such sporting events.



traralgon south recreation reserve master plan

### 2.2.6 public facilities

The incorporation and expansion of a number of public facilities is important in facilitating the transformation of the recreation reserve into a high amenity precinct that provides a comfortable and pleasant environment for spectators and the general community.

- The existing public toilets are currently being upgraded as part of the redevelopment of the community hall.
- There is the opportunity to create a passive recreational area for spectators and families that incorporates picnic facilities and barbecues within a parkland setting. This would include shelter and seating, which the community have indicated would be well used.
- The existing playground facility is currently being upgraded as part of the redevelopment of the community hall.
- During community consultation it was voiced that more bins and drinking fountains were required around the reserve, with current amenities either vandalised or not meeting a usable standard.
- Members of the public that use the reserve have indicated that infrastructure such as exercise stations would be beneficial around the oval to encourage people of different ages, including the elderly, to walk and use the reserve beyond organised team sports and spectating. Following this, it is important to the community to ensure that there are affordable options for participation in unstructured recreational activities for people, particularly youths, such as basketball half courts, tennis rebound walls and extended bike paths, as indicated in the Latrobe City Recreation and Leisure Strategy (2006).
- The provision of shade is an important consideration within the Master Plan, in the form of vegetation and picnic shelters.



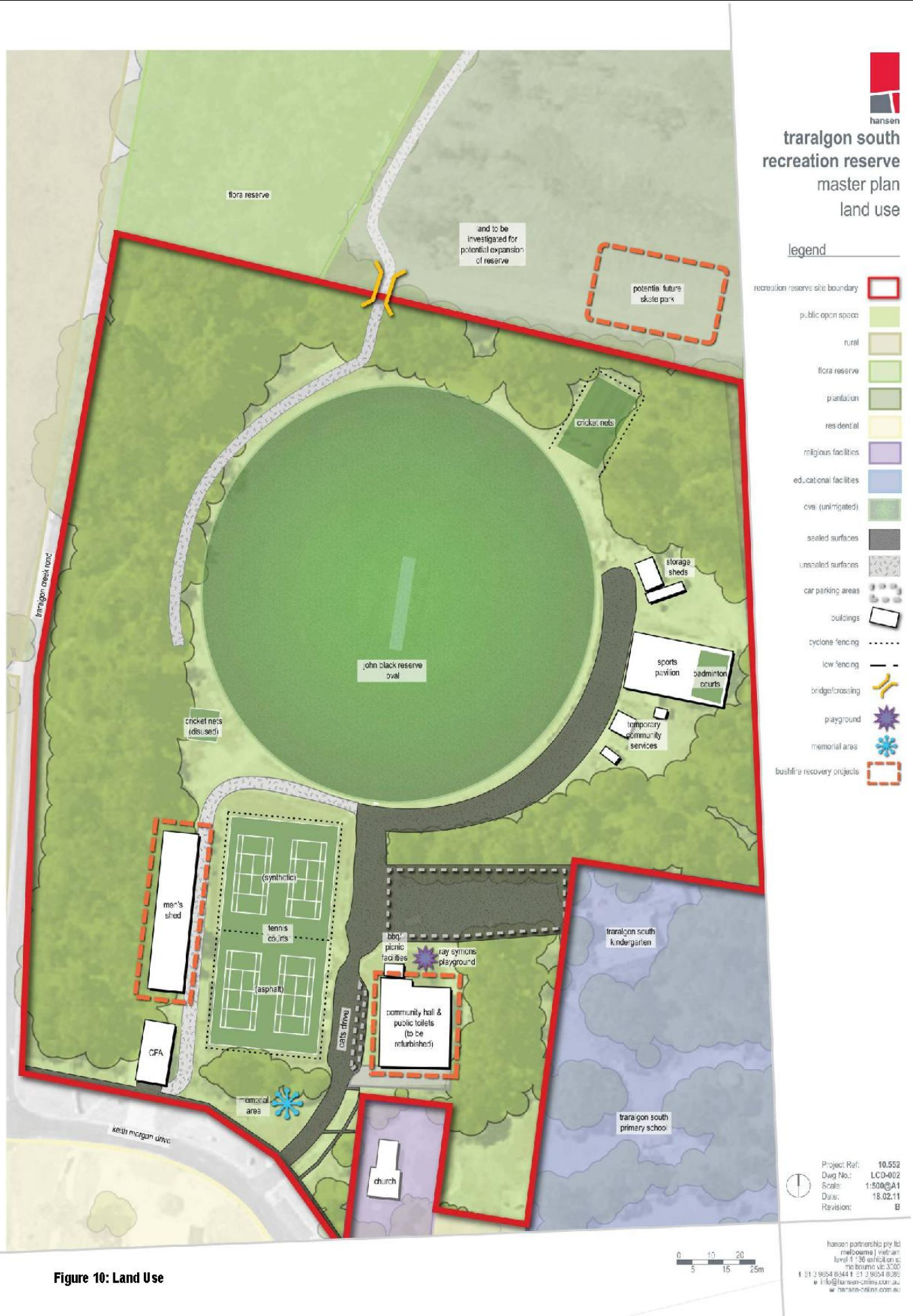


Figure 10: Land Use



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## 2.3 access and movement

The analysis of access and movement within and around the Traralgon South Recreation Reserve has identified a number of key areas, described as follows, and identified in the accompanying access and movement analysis diagram (Figure 14).

### 2.3.1 access points

- The main entry to the Traralgon South Recreation Reserve is currently located on the southern edge of the reserve along Keith Morgan Drive. It has been noted that the configuration here requires upgrading to enhance traffic flow at busy times and to improve public safety through potentially separating pedestrian movement from traffic, and boosting lighting.
- There is a secondary entry located next to the CFA shed also on the southern edge of the site which was formerly used as access to the overflow parking area which is now occupied by the men's shed. The CFA have asked that this access point be closed off to the public for safety reasons.
- There are also a number of informal pedestrian access points located around the reserve.

### 2.3.2 vehicular access and car parking

- The main area of sealed asphalt surface for vehicular access is through the main entrance point off Keith Morgan Drive and around the eastern side of the football oval. The community has voiced the need for more car parking, as in times of peak use there can be up to two cricket teams and eight tennis teams all using the area.
- The current vehicular access to the car park cuts between the tennis courts and community hall which is seen as a potentially hazardous crossing for pedestrian, in particular children.
- The asphalt parking is also used as a pick up and drop off point for local and regional bus services (including school buses). During these times there are also an added number of cars picking up school children from the buses, furthering the congestion.



Figure 11: Township Entrance



Figure 12: Car Park



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### 2.3.3 pedestrian access

- The main pedestrian entrance to the reserve is located along the southern edge of the reserve along Keith Morgan Drive, with secondary points along Traralgon Creek Road, and from both the primary school and kindergarten.
- There is currently a limited designated pedestrian network within the reserve, which means that circulation for pedestrians and cyclists, particularly children, can be quite hazardous. The Master Plan will look to separate pedestrian circulation and create a clear path network that connects the different zones within the reserve and enhances linkages to open space areas beyond the park.
- We understand that many members of the community use the park for passive recreational use, particularly dog walking. A trail network with better drainage, surfacing and directional signage would therefore create a higher amenity environment for a variety of users.
- Future designated pedestrian linkages should pick up on major spectator points across the reserve to enhance views across the ovals and other sporting facilities.
- Part of the Loy Yang Walking Track has been constructed through the bushland area to the north of the site, and there is the opportunity to extend it through the reserve and out to the wider region.



Figure 13: Loy Yang Walking Track

### 2.3.4 safety

- The upgrade of the Traralgon South Recreation Reserve calls for the implementation of security measures along new paths and buildings, including the consideration of improved and additional lighting and traffic management measures.
- It has been indicated from users of the reserve that the unsealed surfaces within it are difficult to negotiate, particularly for users with disabilities and the elderly. The detailed design of the precinct should consider the provision of DDA (Disability Discrimination Act 1992) compliant paths, signage, ramped building access, disabled toilets and car parking.

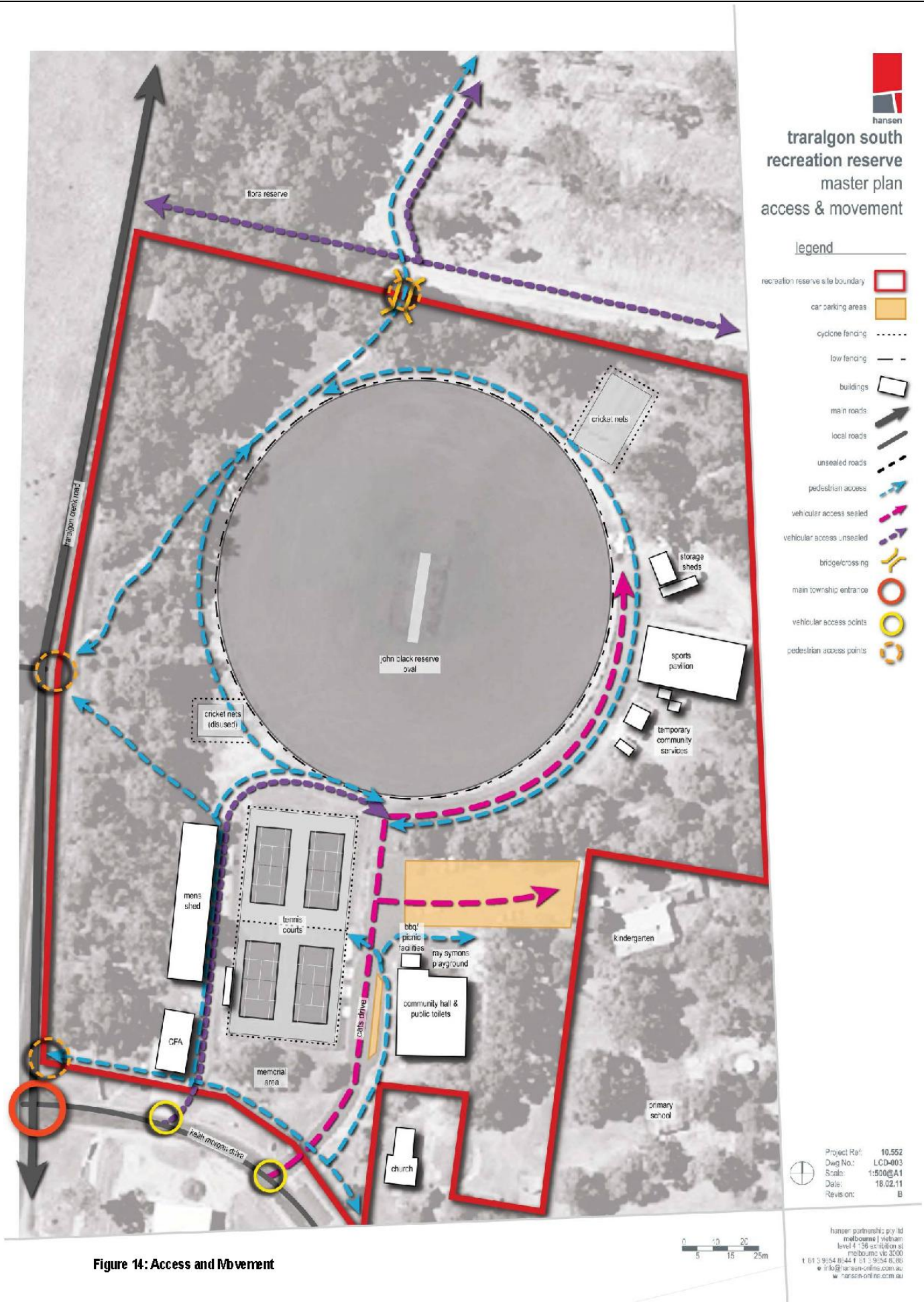


Figure 14: Access and Movement



traralgon south recreation reserve master plan

## 2.4 landscape and environment

The analysis of landscape and environment at the Traralgon South Recreation Reserve has identified a number of key areas, described as follows, and identified in the accompanying landscape and environment analysis diagram (Figure 16).

### 2.4.1 open space

- The adjacent areas of open space, including the land cleared and purchased by Latrobe City Council to the north of the site, provides an opportunity for expansion of the reserve.
- An existing flora reserve lies to the north west of the reserve, which is a protected site. There is the opportunity for its characteristics to be expanded and utilised within the reserve itself as a precedent for the planting varieties.

### 2.4.2 vegetation

- Existing flora on the site is primarily in the form of native canopy vegetation around the edge of the reserve, particularly to the west where it should be retained to preserve the landscape character of the reserve.
- Native canopy trees should be considered across the park to provide shade for spectators; however it needs to be ensured that views to the sporting fields are not interrupted.
- The existing vegetation between the car park and oval could potentially be removed, opening up view lines towards the oval.
- New planting species selection should look at spreading native forms around open areas within the reserve to provide shade, with the introduction of tall avenue trees along roads and paths.
- The remnant native vegetation on the western side of the reserve creates a bushland interface to the reserve as well as a wildlife corridor that runs along the roadway. The impact of any development on the habitats of local wildlife is an important consideration within the Master Plan.
- New turf and the potential replacement of old grasses on both the sporting fields and surrounding open lawn areas should use drought resistant and hardwearing species that allow for reduced water use and high impact use.

### 2.4.3 views

- Areas for spectating around the reserve should be enhanced to create safe and high amenity spaces that facilitate clear view lines to the sporting fields and surveillance of the area.
- Major access points to the Traralgon South Recreation Reserve should also be addressed to take full advantage of important views and present the reserve to the community and visitors in a clear and aesthetically appealing manner.

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#### 2.4.4 drainage

- There are a number of areas within the reserve that currently have flooding issues after wet weather, particularly along the drainage line along the northern and western edge of the reserve, as well as around the cricket oval and tennis courts.
- The reactive clay soils across the site have previously caused structural issues in the area as well as flooding in certain zones. The ground quality is an important consideration for any proposed structures and landscaping treatments.
- There is the opportunity within the Master Plan for the implementation of water sensitive urban design (WSUD) practices, which could include minor modification of existing overland flow paths that take advantage of the natural drainage lines and low points and stormwater harvesting to provide a source of recycled water by capturing runoff from the roofs of buildings, new sealed roads and car parking.



Figure 15: Drain beneath North Boundary Track

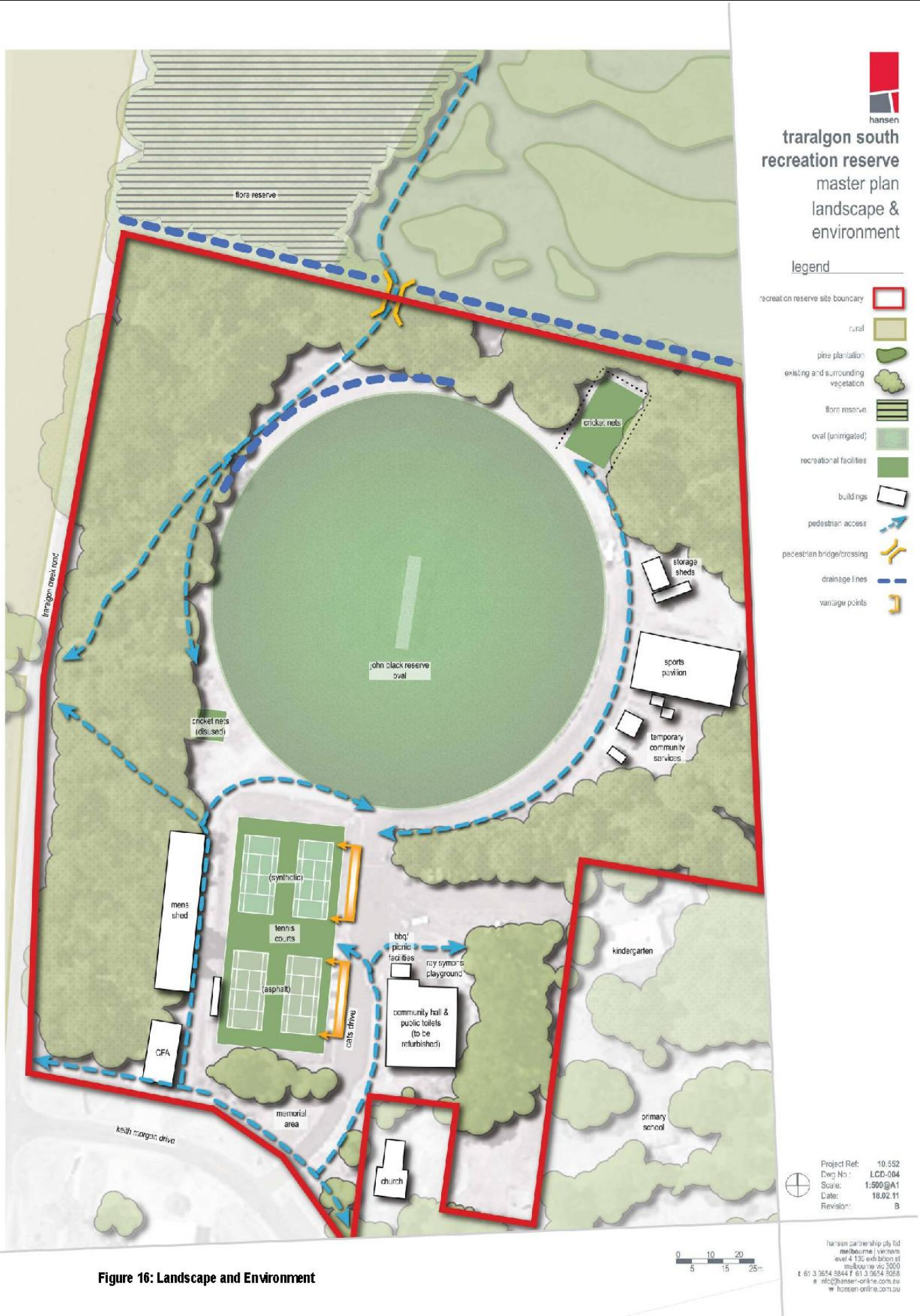


Figure 16: Landscape and Environment



traralgon south recreation reserve master plan

### 3 master plan recommendations

Through the analysis of the existing features of the reserve, a number of opportunities and constraints for its development were identified. These principles formed the basis for the creation of the master plan, and the recommendations for each component are described below.

#### 3.1 john black reserve oval

The playing conditions of the John Black Oval and the adjacent pavilion are to be improved through:

- Installation of new drainage measures to ensure that the oval surface quality is maintained through summer, whilst also being adequately drained in the winter for usage by the community and the adjacent primary school.
- Upgrades to the existing cricket pavilion on the eastern side of the oval to incorporate additional change rooms and new toilet facilities.

#### 3.2 community hall / shared zone

Access and usage of the community hall is to be improved through upgrades to the building as per the proposed plans by Ludic Design as well as the incorporation of a new shared zone to provide better access to the facilities and a safe, comfortable meeting space. This area will be enhanced through:

- Improved access to the upgraded hall, this will further enhance its role as the central hub and meeting place for the town, utilised by the community for social functions, sports and general use.
- Provision of an outdoor shared zone space which provides a gathering area and safer pedestrian thoroughfare from the reserve entrance through to the sporting facilities. The shared zone will enhance the new building and provide for spectating through the introduction of seating, shade trees and lighting to create a comfortable and vibrant hub.

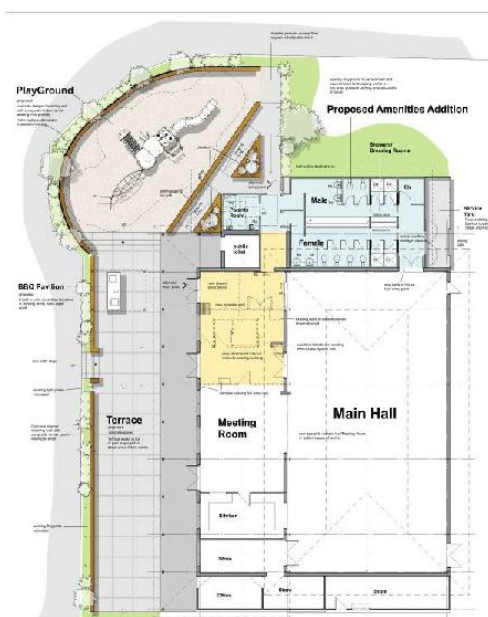


Figure 18: Plan for the upgraded hall (Ludic Design)





traralgon south recreation reserve master plan

### 3.3 skate park

One of the priorities of the bushfire recovery efforts is the construction of a skate park or youth oriented facility to create an area in which young people can socialise and interact without having to be involved in an organised sport. The master plan proposes that the skate park should be integrated through:

- A central location to the north of the Men's Shed that provides for clear pedestrian access and surveillance from the surrounding facilities.
- Provision of a variety of different spaces within the skate park including areas for a range of abilities as well as gathering and spectating areas.

### 3.4 northern area

The Council owned land to the north and north east of the existing recreation reserve will be utilised for additional recreational purposes, while considering nearby conservation areas and its role as a bushfire buffer area. This will be achieved through:

- The establishment of multi use courts, a secondary oval/multi use pitch and a centralised pavilion catering to both facilities, with a system of pedestrian pathways connecting all the proposed areas.
- Careful management and protection of the interface with the Flora Reserve to the west.

### 3.5 multi use courts

New multi use courts will be established in the northern reserve area, and will provide:

- Two netball courts and four tennis courts each identified by different coloured line marking.
- A court surface and subgrade which suit site conditions and not replicate the drainage issues currently encountered at the existing tennis courts.
- Provision of lighting to the four courts to allow for after school / night training and competition.
- An embankment to the east of the courts for use as a vantage point for spectators.
- A tennis practice area with a rebound wall is also to be provided east of the proposed multi use courts.



Figure 17: Multi use courts constructed at Boolarra



traralgon south recreation reserve master plan

### 3.6 secondary oval / multi use pitch

A large portion of the cleared northern area is to be used for a secondary oval / multi use pitch, which will:

- Consist of a high quality playing field suitable for a variety of recreational activities.
- Provide an alternative playing pitch to the John Black Oval, allowing for more activity at the reserve.
- Provide parking for spectators along the southern side of the secondary oval/multi use pitch, consisting of 26 sealed parking spaces, including one disabled space.

### 3.7 vehicular access

A key driver for the development of the master plan was the resolution of vehicular and pedestrian access and egress to address existing areas of conflict within the reserve. Vehicular access has been improved through:

- Modification of the reserve entrance and realignment of Cats Drive to direct traffic flow into a new centralised, pedestrian priority shared zone. The new shared zone on Cats Drive should be designated to limit vehicle speeds to 10km/h, and delineate pedestrian priority through signage and surface materials. Design options to limit vehicle speeds could include: chicanes, speed humps, rough/raised paving and rumble strips. The design of this area will need to maintain suitable emergency access.
- Relieving congestion caused by buses currently using the reserve as a drop off point. This will be rectified by ensuring they use the designated bus bay in Keith Morgan Drive or the reserved area further along outside the primary school.
- Provision of two sealed car parking areas, near the community hall which are entered from the shared zone. The first is in the location of the existing tennis courts and provides 70 new spaces. The second is a reconfiguration of the current car park, providing 41 spaces. In total there are 111 spaces proposed near the community hall, compared to the 38 spaces currently accommodated.
- Provision of a further 53 parking spaces in the northern area to cater for the new facilities, connected to the rest of the reserve via a new two way, north south road bordering the John Black reserve.
- Introduction of a vehicle access road for the proposed pavilion in the northern area of the reserve.



Figure 19: Extract from the master plan demonstrating the pedestrian priority shared zone



traralgon south recreation reserve master plan

- Resolution of vehicular access around the oval to enhance traffic flow at busy times whilst improving public safety through the prioritisation of pedestrian movement.
- Introduction of sealed parking around the eastern side of the oval for spectating and direct access to the pavilion and cricket nets. Although the reserve is within walking distance for many residents, we understand that the provision of parking is a high priority as the majority of users drive to the facility from the surrounding area or broader region.
- Ensuring access is maintained to the Community Bus, which is currently housed in the northern most bay in the Men's Shed.
- Maintaining the existing entry point directly east of the CFA shed as an emergency vehicle only entry. The proposed car park, where the tennis courts currently are, will be used as an emergency service staging area if required.

### 3.8 pedestrian access

The safety and legibility of the pedestrian network around the reserve has been enhanced through:

- Creation of a sealed path network around the reserve for pedestrians and cyclists that is clearly separated from vehicular movement and connects the different zones within the park, linking through to the open space areas and trails beyond. This network of paths will include a pedestrian connection from the multi use pavilion to the cricket nets. Connections to the Traralgon South Kindergarten and Primary School to the south east of the site should particularly be enhanced to ensure that children can safely access the reserve during and after school times.
- Implementation of the Traralgon South Shared Pathway, running from the northern area of the reserve, along the western edge and out to Keith Morgan Drive.
- In the consideration of the Small Town Structure Plan, these access points should be further strengthened to provide access to other township services, including the general store.
- Integration of the Loy Yang Walking Track which currently runs along the flora reserve to the north before entering the recreation reserve and abruptly ending. This path is to be enhanced and aligned to connect with the pedestrian circulation around the oval and extended out to the wider region.
- Implementation of pedestrian lighting along paths to provide increased safety and activation of the precinct at night.



traralgon south recreation reserve master plan

### 3.9 landscape

The landscape character of the reserve is to be protected and enhanced through:

- The protection of existing vegetation along the western side of the reserve which connects through to the flora reserve, providing an important wildlife corridor of high value to the area.
- Retention of native canopy vegetation and bushland around the edge of the reserve to preserve the landscape character of the site and retain the existing shade provided by significant trees.
- Establishment of tall avenue trees along roads, car parking and the oval to define the key access routes and frame key areas for spectating.
- Introduction of new areas of canopy vegetation around the reserve to provide further shade and amenity for spectators. New planting selection should look at spreading native forms around open spaces and introduce tall canopy trees to frame views, whilst still allowing spectating to continue. Proposed species are to reflect the existing landscape character of the reserve, and ensure that any proposed vegetation carefully considers bushfire management regimes.
- Provision of tree and ground cover planting within car parking areas to break up sealed surfaces and provide additional shade.

### 3.10 general

In consideration of the drainage issues identified within the reserve, a drainage study for the entire Traralgon South Recreation Reserve should be undertaken. The findings of this study should then be implemented appropriately.



traralgon south recreation reserve master plan

## 4 conclusion

The key recommendations that have been outlined within this report provide a framework for the redevelopment of the Traralgon South Recreation Reserve, as illustrated within the master plan. Considering the issues of land use, circulation, landscape and amenity values, the master plan creates a functional and attractive precinct that provides recreational and community facilities for the region as well as a local parkland for the neighbourhood.

The enhanced layout of the different spaces within the reserve will allow for safer pedestrian and vehicular access, integrating adjacent facilities and open spaces. Connections from the reserve to the broader Traralgon South residential area will be further addressed in the Small Town Structure Plan, which is to follow on from the Master Plan phase of the project.

This document incorporates both short term and long term strategies for the reserve's development, providing a framework for the implementation of the recommendations over time as funding becomes available. These opportunities will enhance Traralgon South Recreation Reserve so that it continues to provide for various recreational and community pursuits for a wider range of the population, creating an integrated and accessible destination within the township and broader Latrobe region.



Figure 20: Existing landscape character to be preserved



traralgon south recreation reserve master plan



**legend**

	existing trees		pedestrian plaza
	existing bushland		shared zone
	proposed canopy trees		skate park
	proposed avenue trees		timber benches
	garden bed		picnic shelter / bbq
	lawn		proposed 0.5m interval contours
	oval		existing 0.5m interval contours
	multi-use tennis / netball court		buildings
	existing cricket nets		proposed general area lighting
	existing gravel walking track		proposed sporting field lighting
	gravel road/path		
	asphalt access road		
	concrete pedestrian path		

**DRAFT**

Project Ref: 2018552  
 Dwg No.: LCD-005  
 Scale: 1:500@A4  
 Date: 25.01.13  
 Revision: D

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 e info@hansen-online.com.au

# CORRESPONDENCE

10. CORRESPONDENCE

**10.1 APPOINTMENT OF COUNCILLOR REPRESENTATIVES TO MOE  
YALLOURN RAIL TRAIL COMMITTEE INC**

General Manager

Governance

For Decision

**PURPOSE**

The purpose of this report is to present to Council a letter received from Moe Yallourn Rail Trail Committee Inc on 2 January 2013 requesting that Council appoint Councillor Representatives to the committee.

**DECLARATION OF INTEREST**

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

**OFFICER COMMENTS**

The Moe Yallourn Rail Trail Committee functioned and served as a Special Committee of Council from 2 June 1997 until 16 February 2009 when its delegation pursuant to Section 86(3) of the *Local Government Act* 1989 was revoked by resolution of Council and it was reclassified as an Advisory Committee of Council.

Following the registration of Moe Yallourn Rail Trail Committee Inc [A0058150T] by Consumer Affairs Victoria as an Incorporated Association on 14 August 2012, the Moe Yallourn Rail Trail was delisted as an Advisory Committee of Council on the production of *2012-2013 Council Delegates and Committees Instrument of Delegation* [12 DEL-6] on 5 September 2012.

In November 2012, Councillors sought clarification from the Chief Executive Officer regarding the ongoing participation of Councillor delegates on the committee during the 2012 General Election Caretaker Period, given Rule 20(3) of its Rules of Association provided for the following:

(3) *Subject to section 23 of the Act, the committee shall consist of—*

(a) *the officer of the Association; and*

(b) *four ordinary members-*

*each of whom shall be elected at the annual general meeting of the Association in each year.*

(c) *In addition, the Committee will consist of two Latrobe City Councillors representing Merton Ward and Tanjil ward respectively.*



## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

In response, the attached *Future Options for Discussion* document [attachment 2] was prepared and provided to Councillors and the Committee for discussion.

The tabled correspondence dated 16 December 2012 indicates the Committee has elected to pursue Option 1 of the discussion paper in retaining Councillor representation.

### Attachments

1. Request for Councillor Representatives
2. Future Options for Discussion

### **RECOMMENDATION**

1. That Council appoint the two West Ward Councillors as Councillor delegates to Moe Yallourn Rail Trail Committee Inc.
2. That Moe Yallourn Rail Trail Committee Inc be classified as an External Committee of Council and that 2012 – 2016 *Council Delegates and Committees Instrument of Delegation* [13 DEL-2] be produced to incorporate this classification.
3. That Moe Yallourn Rail Trail Committee Inc:
  - (a) be advised of the appointment of Councillor delegates to the Committee;
  - (b) be requested to enter into a Licence and Service Agreement with Council governing the future management of the Moe Yallourn Rail Trail on behalf of Council;
  - (c) be requested to amend Rule 20(3)(a) of its Rules of Association to provide for two Latrobe City councillors representing West Ward.

**Moved:** Cr Middlemiss  
**Seconded:** Cr Gibbons

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

## **10.1**

### **APPOINTMENT OF COUNCILLOR REPRESENTATIVES TO MOE YALLOURN RAIL TRAIL COMMITTEE INC**

- |          |   |            |
|----------|---|------------|
| <b>1</b> | <b>Request for Councillor Representatives .....</b> | <b>129</b> |
| <b>2</b> | <b>Future Options for Discussion .....</b>          | <b>131</b> |



16<sup>th</sup> December. 2012

Paul Buckley,  
C.E.O. Latrobe City,  
Commerical Road,  
Morwell

Our Committee wish to request that the Latrobe City appoint  
Councillor Representatives to our Committee in accordance with  
Rule 20(3) (c) as per our Rules of Moe Yallourn Rail Trail Committee  
Incorporated Association . .

We await your advice as to your action on this matter.

Thanking you,

Margaret Coupe,  
Secretary.

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
02 JAN 2013	
R/O:	Doc No:
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy registered in DataWorks	<input type="checkbox"/> Invoice forwarded to accounts

MOE-YALLOURN RAIL TRAIL COMMITTEE OF MANAGEMENT  
PO Box 301 Newborough, Vic. 3825

**Moe Yallourn Rail Trail Committee Inc [A0058150T]  
Future Options for discussion:**

Aim / Desire	Action(s)	Potential Impact(s)								
<p><u>Option 1:</u> To retain Council representation</p>	<p>MYRT write to Council asking it to appoint Councillor representatives in accordance with Rule 20(3)(c):-</p> <table border="1" data-bbox="506 368 1585 679"> <tr> <td data-bbox="506 368 1093 608">If Council accepts:</td> <td data-bbox="1093 368 1585 608"> <ul style="list-style-type: none"> <li>▪ amend Rules of Incorporation to provide for West Ward Councillors (with Voting rights)</li> <li>▪ Council to list MYRTC Inc as an External Committee of Council &amp; appoint CR delegates for 2012-2016</li> </ul> </td> </tr> <tr> <td data-bbox="506 608 1093 679">If Council declines:</td> <td data-bbox="1093 608 1585 679"> <ul style="list-style-type: none"> <li>▪ amend Rules of Incorporation to delete Rule 20(3)(c)</li> </ul> </td> </tr> </table>	If Council accepts:	<ul style="list-style-type: none"> <li>▪ amend Rules of Incorporation to provide for West Ward Councillors (with Voting rights)</li> <li>▪ Council to list MYRTC Inc as an External Committee of Council &amp; appoint CR delegates for 2012-2016</li> </ul>	If Council declines:	<ul style="list-style-type: none"> <li>▪ amend Rules of Incorporation to delete Rule 20(3)(c)</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Conflict of Interest provisions of LGA (S.79) – Councillor exemption under s.79C(1)(a) would be likely to apply</li> <li><input type="checkbox"/> Still eligible for recurrent funding allocation (subject to Annual Budget)</li> <li><input type="checkbox"/> Eligible to apply for Community Grants</li> </ul>				
If Council accepts:	<ul style="list-style-type: none"> <li>▪ amend Rules of Incorporation to provide for West Ward Councillors (with Voting rights)</li> <li>▪ Council to list MYRTC Inc as an External Committee of Council &amp; appoint CR delegates for 2012-2016</li> </ul>									
If Council declines:	<ul style="list-style-type: none"> <li>▪ amend Rules of Incorporation to delete Rule 20(3)(c)</li> </ul>									
<p><u>Option 2:</u> To retain direct liaison with Ward Councillors</p>	<p>MYRT write to Council extending an open invitation for Ward Councillors to attend any committee meeting (no Voting rights)</p> <table border="1" data-bbox="506 679 1585 1193"> <tr> <td data-bbox="506 679 1093 887"> <ul style="list-style-type: none"> <li>▪ amend Rules of Incorporation either by deleting Rule 20(3)(c); OR</li> <li>▪ amending to provide for CR attendance by invitation with no voting rights</li> </ul> </td> <td data-bbox="1093 679 1585 887"> <ul style="list-style-type: none"> <li>▪ Service Agreement with Council required to document &amp; formalise management arrangements &amp; CR representation</li> </ul> </td> </tr> <tr> <td data-bbox="506 887 1093 1193"></td> <td data-bbox="1093 887 1585 1193"> <ul style="list-style-type: none"> <li>▪ Council to list MYRTC Inc as an External Committee of Council, noting &amp; nominating Ward CRS for 2012-2016 <i>by invitation</i></li> </ul> </td> </tr> </table>	<ul style="list-style-type: none"> <li>▪ amend Rules of Incorporation either by deleting Rule 20(3)(c); OR</li> <li>▪ amending to provide for CR attendance by invitation with no voting rights</li> </ul>	<ul style="list-style-type: none"> <li>▪ Service Agreement with Council required to document &amp; formalise management arrangements &amp; CR representation</li> </ul>		<ul style="list-style-type: none"> <li>▪ Council to list MYRTC Inc as an External Committee of Council, noting &amp; nominating Ward CRS for 2012-2016 <i>by invitation</i></li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Conflict of Interest provisions of LGA (S.79) – Councillor exemption under s.79C(1)(a) would be likely to apply</li> <li><input type="checkbox"/> Still eligible for recurrent funding allocation (subject to Annual Budget)</li> <li><input type="checkbox"/> Eligible to apply for Community Grants</li> </ul>				
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	<ul style="list-style-type: none"> <li>▪ Council to list MYRTC Inc as an External Committee of Council, noting &amp; nominating Ward CRS for 2012-2016 <i>by invitation</i></li> </ul>									
<p><u>Option 3:</u> To be empowered &amp; recognised as an independent body of experienced &amp; dedicated community volunteers, capable of managing Rail Trail without Council oversight</p>	<p>Commence discussions towards entering into a Licence &amp; Service Agreement (as an entity) with Council for the ongoing management of the Rail Trail on Council's behalf</p> <table border="1" data-bbox="506 1193 1585 1495"> <tr> <td data-bbox="506 1193 1093 1262">Amend Rules of Incorporation to delete Rule 20(3)(c)</td> <td data-bbox="1093 1193 1585 1262"></td> </tr> <tr> <td data-bbox="506 1262 1093 1331">Standard Licence &amp; Service Agreement with Council</td> <td data-bbox="1093 1262 1585 1331"></td> </tr> <tr> <td data-bbox="506 1331 1093 1399">No CR representation</td> <td data-bbox="1093 1331 1585 1399"></td> </tr> <tr> <td data-bbox="506 1399 1093 1495">Not listed as a Committee of Council</td> <td data-bbox="1093 1399 1585 1495"></td> </tr> </table>	Amend Rules of Incorporation to delete Rule 20(3)(c)		Standard Licence & Service Agreement with Council		No CR representation		Not listed as a Committee of Council		<ul style="list-style-type: none"> <li><input type="checkbox"/> Still eligible for recurrent funding allocation (subject to Annual Budget)</li> <li><input type="checkbox"/> Eligible to apply for Community Grants</li> </ul>
Amend Rules of Incorporation to delete Rule 20(3)(c)										
Standard Licence & Service Agreement with Council										
No CR representation										
Not listed as a Committee of Council										

# PRESENTATION OF PETITIONS

**11. PRESENTATION OF PETITIONS**

Nil reports

# CHIEF EXECUTIVE OFFICER

**12. CHIEF EXECUTIVE OFFICER**

Nil reports



# ECONOMIC SUSTAINABILITY

**13. ECONOMIC SUSTAINABILITY****13.1 GIPPSLAND FREIGHT STRATEGY****General Manager****Economic Sustainability****For Decision****PURPOSE**

The purpose of this report is to seek Council's endorsement of the draft Gippsland Freight Strategy (the Strategy) prior to consideration by the Gippsland Local Government Network (GLGN) in March 2013.

**DECLARATION OF INTEREST**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with *Latrobe 2026: The Community Vision for Latrobe Valley* and the *Latrobe City Council Plan 2012-2016*.

**Latrobe City Council Plan 2012-16**

*Shaping Our Future – Attract, Retain, Support*

Council continues to deliver initiatives that improve our recreation, retail, entertainment and transport facilities and infrastructure which positively impact the liveability of our region and the experience of our youth.

*Our Response to Latrobe 2026: Strategic Objectives - Economy*

Strategic Direction 2 - Promote and support the development of existing and new infrastructure to enhance the social and economic wellbeing of the municipality.

Strategic Direction 3 - Ensure well planned infrastructure that enhances the marketability of the municipality to industries, residents and investors.

Strategic Direction 5 - Conduct focused feasibility studies to determine potential major public infrastructure with significant economic benefits.

*Major initiatives*

Major Initiative 3 - Support the extension of 'Gippsland's Gateways' project through improvements to rail, road and ports, in particular proposed rail access to the Port of Hastings, the establishment of the North East freeway link, construction of West link as an alternative to the Monash Freeway and enhance connectivity of Gippsland industries and bulk exports to Melbourne and other regions (Supporting the Gippsland Regional Plan).

*Our Response to Latrobe 2026: Strategic Objectives – Built Environment*

Strategic Direction 7 - Support and advocate for integrated transport solutions that improve accessibility to and within Latrobe City.

*Economic Sustainability Strategy (2011)**Pursuing new investment*

Road and Rail industries: securing freight industry investment, utilising the rail network and Gippsland Logistics precinct, to provide freight services to local industry.

*Development of high quality infrastructure and services*

Latrobe City Council will continue to progress the Gippsland Logistics Precinct ... which will support local business expansion by providing a central facility for the efficient and cost effective rail freight to and from the Gippsland region. The Gippsland Regional Plan identifies freight upgrades through the Gippsland gateways initiative as a priority area and Latrobe City plans to work with the GLGN to secure government support for this important initiative. Latrobe City Council will also lobby for continued effective access to Melbourne's ports to enable expansion of export markets.

*Gippsland Regional Plan (2010)*

The Gippsland Regional Plan states (pg.13):

*“Ongoing export development is critical to growing Gippsland's economic resilience through growing economic diversity and reducing dependence on current markets and local demand. In order to build on the region's \$10.7 billion of exports the regional economy needs more effective access to strategic locations including major interstate markets and Melbourne's ports”*

The Gippsland Regional Plan recommends extending Gippsland's gateways to market through improvements to rail, roads and ports and in particular the:

- establishment of the North East Link direct link between Eastlink and the Hume corridor
- construction of Westlink as a priority to create an alternative to the Monash- Westgate Freeway and enhance connectivity for Gippsland's industries to Melbourne and other regions
- capability for Gippsland's bulk exports
- enhancements to local ports including Lakes Entrance.

The Gippsland Regional Plan recommended the completion of the Gippsland Freight Action Plan. The Strategy is the successor to the Freight Action Plan.

*Other National, State and local policies*

The Strategy builds upon and is complementary to a range of other initiatives and policies at the national, State and regional level (as detailed in the Strategy, Chapter 4). These include:

- the *Gippsland Transport Strategy (2008)* - developed by the Gippsland Local Government Network to guide collective effort in improving the region's transport infrastructure and services
- the Commonwealth's *Nation Building Program*, which has supported the Princes Highway duplication between Traralgon and Sale
- the *National Ports Strategy*, which identified nationally significant ports across Australia, including the Port of Hastings.

**BACKGROUND**

*Development*

The development of the Strategy is being project managed by GLGN with the assistance of the Victorian Department of Transport, in close consultation with other State Government agencies, transport and distribution sector peak bodies, South East Australian Transport Study (SEATS) and industry.

A Project Reference Group (with representatives from local government, industry and SEATS) was established to help formulate the draft Strategy by identifying critical issues and possible actions. A Project Steering Committee including senior State and Local Government representatives was established to oversee the Strategy's development and approve the draft document.

Latrobe City Council officers have provided input and comments on previous drafts, which have been considered and accepted by GLGN.

The Strategy supersedes the previous Victorian government's Gippsland Freight Action Plan, which the Department of Transport completed prior to the last election, but which was not adopted by this government.

### *Contents*

The Strategy is intended to be used by Gippsland councils as a document to inform both State and Commonwealth Governments about the strategic freight transport priorities of the region. The key objectives of the Strategy are to identify transport system changes that will:

- reduce operating costs for business;
- strengthen the regional economic base;
- increase safety on the region's transport network;
- enhance the desirability of Gippsland as a lifestyle and investment destination; and
- improve local and regional environments.

The Strategy sets out the region's long-term vision for managing Gippsland's freight needs, and the actions necessary to enable the efficient movement of a growing freight task. It identifies the scale and diversity of the existing freight task and the task required to accommodate new and emerging industries.

This includes identifying investments in critical infrastructure, regulatory reforms to facilitate heavy vehicle access between Gippsland and other regions (including southern New South Wales), improved access to skills training and job opportunities, and planning to ensure that communities in Gippsland can accommodate the future freight task while minimising the impact on amenities.

The Strategy identifies four key challenges to the Gippsland freight network:

1. the potential development of a coal derivative export industry
2. the intensification of primary industry
3. urban expansion and congestion (particularly in Melbourne's outer south east)
4. a changing demographic mix, with an ageing population.

The Strategy outlines:

- the policy context
- the dimensions of the current and future freight task
- critical issues preventing the efficient movement of freight and key actions to address the region's freight needs in the following areas:
  - Transport Infrastructure
  - Regulation
  - Skills Development and Employment
  - Strategic and Community Planning

The Strategy does not include detailed analysis of passenger transport services and traffic, including tourist traffic needs.

Twenty one priority actions have been identified:

Transport infrastructure

1. **Infrastructure planning to support the coal and mining industry**  
Work with the Victorian Government to plan for improved transport connections in Gippsland to facilitate the development of new clean coal industries.
2. **Connections to the National Network**  
Continue to develop transport options for improving road and rail connections from the Gippsland corridor to other parts of the National Network.
3. **Princes Highway upgrades**  
Progressively enhance the capacity and alignment of the Princes Highway to 'M' class standard (between Melbourne and Sale).  
  
Commence planning work on town alternate truck routes for key towns on the Princes Highway.
4. **South Gippsland Highway**  
Progressively enhance the capacity and alignment of the South Gippsland Highway in line with the *South Gippsland Highway Corridor Strategy*.
5. **Bass Highway**  
Progressively enhance the capacity and alignment of the Bass Highway in line with the *Bass Highway and Phillip Island Road Corridor Strategy*.
6. **'B' and 'C' class roads**  
Upgrade selected Victorian arterial roads that support the movement of freight across the Strzelecki and Great Dividing Ranges.
7. **Local Roads**  
Improve key local roads to meet the needs of the mining, agriculture and forestry industries.
8. **Productivity**  
Improve industry productivity in Gippsland by maintaining road conditions to appropriate performance standards.

- 9. Melbourne-Bairnsdale rail line**  
Improve the capacity of the Bairnsdale rail line to capture opportunities to grow freight on rail, particularly via new emerging bulk freight to support the minerals sector.
- Advocate for an increase in rail capacity along the Dandenong Rail Corridor to improve freight services to and from Gippsland.
- Duplicate remaining single track sections of the rail line between Pakenham and Moe.
- Given its critical importance in linking to export markets, include the Melbourne-Bairnsdale rail line on the National Network.
- 10. South Gippsland rail line**  
Maintain State ownership of the South Gippsland rail corridor.
- 11. Intermodal Facilities**  
Work with the Commonwealth and State Governments and industry to promote the development of rail-road intermodal facilities at Morwell, West Sale and Bairnsdale where there is a valid business case.
- 12. Development of the Port of Hastings**  
The proposed Port of Hastings development will consider the opportunity for the future export of large scale bulk trades from Gippsland, as well as becoming a future container handling facility.
- Develop a plan for railfreight access from Gippsland to the Port of Hastings.
- 13. Local port facilities in Gippsland**  
Work with the Department of Transport, Gippsland Ports and the private sector to maintain and enhance local port facilities to support the oil, gas, fishing industries and recreational boating.
- Support the resumption of scheduled sea freight service from Flinders Island to Port Welshpool.
- 14. Gippsland air freight**  
Promote the development of an air freight service out of Gippsland, subject to its commercial viability.

Regulation

15. **Improving B-double access**  
Consider opportunities to increase B-double access across the Great Dividing Range, subject to completion of the necessary road network improvements.
16. **Cross-border harmonisation of regulations**  
Engage with the National Heavy Vehicle Regulator to harmonise cross-border regulations for heavy vehicles, noting the data and recommendations contained in the SEATS Cross-Border Vehicle Study.
17. **High Productivity Freight Vehicles (HPFV)**  
Consider an extension of the HPFV network to Sale, subject to satisfactory outcomes of the current HPFV trial, completion of the Traralgon to Sale duplication, access control between Longwarry and Nar Nar Goon including the Sand Road Interchange and resolution of issues within Metropolitan Melbourne.
18. **Over-dimensional vehicles**  
As part of the *Gippsland Regional Infrastructure Study*, identify appropriate routes for the import of over-dimensional plant and equipment.

Skills development and Employment

19. **Access to training and learning opportunities**  
Work with education and training providers and local industry to improve access to training and learning opportunities.
20. **Employment opportunities in transport and logistics**  
Work with the Victorian Ministerial Freight Advisory Council, Transport and Logistics Workforce Advisory Group (T&LWAG) and local industry to identify opportunities to increase the diversity and flexibility of the transport and logistics workforce.

Strategic and Community planning

21. **Socio-economic and community development**  
In partnership with the State Government, develop and implement the *Gippsland Integrated Land Use Plan* to accommodate further urban expansion within Gippsland towns, without compromising the potential development of the region's natural resources.



## ISSUES

Council has long held the position that it is essential that the region develop well planned freight infrastructure to attract investment and help the region's industry to realise its full potential.

The Strategy is well aligned with Council's own policies and goals for improving infrastructure and access to industry in the region, including the development of the Gippsland Logistics Precinct which has been identified as a "shovel ready" economic and employment opportunity. It clearly states the importance of good freight links to the economic future of Latrobe City, and its future challenges and opportunities.

Gippsland will struggle to deliver future increases in freight to ports and customers without investments in infrastructure and systems as identified in the Strategy. Currently, the main mode of transport to ports is by road via the Melbourne network. Compared to rail, road transport is relatively inefficient and creates additional issues relating to road maintenance and congestion. New rail infrastructure has the potential to create jobs and would provide substantial competitive benefits for industry to transport goods from the region more efficiently.

The Strategy states that the GLGN will work with the Department of Transport, other State agencies and the private sector to ensure that the initiatives identified in the Strategy are successfully implemented, managed and monitored.

The high-level monitoring and implementation group established by the Regional Management Forum will assist ongoing development of the priorities contained within the final Strategy, and help drive implementation of priority projects. This group comprises of representatives from the Victorian Government agencies and local governments in Gippsland.

This collaborative approach will allow ongoing input from Council and a strong point from which to advocate for our community. To date, Council has provided feedback on Strategy drafts, and officers note that this has been integrated into the current version.

Page 52 of the Strategy states that: "*special attention will need to be paid to land supply in the Latrobe Valley, so as to not isolate the coal resource*". Council officers recommend these words be changed to better reflect Council's position - that there should be a balanced approach to managing conflicts between coal accessibility and land use, with respect to social, economic and environmental considerations.

To summarise, the Strategy is a positive step towards ensuring that Gippsland's freight infrastructure is improved, and will send a strong message to potential investors that progress is being made to ensure easier and more cost efficient access in the future.

**FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014. This report is not considered to present a risk.

**INTERNAL/EXTERNAL CONSULTATION**

The Strategy has been prepared with extensive consultation within Gippsland, with other councils, with State and Commonwealth agencies, and with relevant local businesses. It is “owned” by GLGN, which includes representation by Latrobe City Council.

**OPTIONS**

Council has the following options:

1. Endorse the Strategy prior to consideration by GLGN
2. Not endorse Strategy
3. Request further information relating to the draft Gippsland Freight Strategy.

**CONCLUSION**

The Strategy will form a major part of a coordinated suite of policies and other documents that collectively outline Gippsland’s future freight requirements and economic development potential. It has been prepared with extensive consultation and in response to a variety of research and analyses, and represents the best available consensus view on investments needed for freight in Gippsland.

**Attachments**

1. draft Gippsland Freight Strategy

**RECOMMENDATION**

That Council:

- Endorses the draft Gippsland Freight Strategy for completion by the Gippsland Local Government Network.
- Requires that
  - Priority Action 1 *Infrastructure Planning to Support the Coal and Mining Industry* be amended to strengthen the need for increased rail capacity on the Gippsland line and to mandate that new bulk exports of coal products be transported by rail.
  - The wording on page 52 of the Strategy be changed to state “*There should be a balanced approach involving consideration of social, economic and environmental issues in managing conflicts between coal accessibility and land use.*”
- Authorises the preparation of a media statement for release once the Strategy is completed, calling for take up of the Strategy by the Victorian government.

**ALTERNATE MOTION**

That Council:

1. Endorses the draft Gippsland Freight Strategy for completion by the Gippsland Local Government Network.
2. Requires that:
  - **Priority Action 1 *Infrastructure Planning to Support the Coal and Mining Industry*** be amended to strengthen the need for:
    - Increased rail capacity on the Gippsland line and to mandate that new bulk exports of coal products be transported by rail.
    - The capacity increase to include direct rail access from the Gippsland line to the Ports of Hastings and Melbourne and line upgrades sufficient to provide the capacity increase without detriment to passenger traffic.
    - Planning and design work for capacity increases should begin immediately, including appropriate land reservation.
    - The wording on page 52 of the Strategy be changed to state *“There should be a balanced approach involving consideration of social, economic and environmental issues in managing conflicts between coal accessibility and land use.”*
3. Authorises the preparation of a media statement for release once the Strategy is completed, calling for take up of the Strategy by the Victorian government.

**Moved:** Cr Middlemiss

**Seconded:** Cr Gibson

That the Motion be adopted.

**CARRIED UNANIMOUSLY**

## 13.1

### Gippsland Freight Strategy

- 1 draft Gippsland Freight Strategy..... 155

# Gippsland Freight Strategy



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# Introduction

Since the establishment of the State Electricity Commission in 1921, and the commissioning of the first oil and gas rigs in Bass Strait in 1969, the Gippsland region has powered the Victorian economy. Today, the region produces 85% of Victoria's electricity and 90% of Victoria's natural gas, with around 20% of Australia's oil coming from the Bass Strait fields.

Due to the high moisture content of Victorian brown coal (as compared to Queensland or New South Wales black coal), virtually all coal mined within Gippsland is used for domestic energy generation; only small volumes of coal (in the form of briquettes and carbon products) are transported to customers inside and outside the region, including overseas markets.

However, rising energy demand in Asia and growing concern over greenhouse gas emissions have stimulated research and development into clean coal technologies, which will build on the natural advantages of the Gippsland brown coal resource. Although many of the proposals are still only at concept or pilot phase, there is a potential for multi-billion dollar investment to occur should the technology be proven. If such investment were to occur, it would generate a very significant freight task, potentially limited only by the extent of the supporting transport infrastructure network.

In addition to being Victoria's powerhouse, Gippsland is also a source for much of its fresh produce, dairy and meat commodities. With a mild climate and higher rainfall than many other parts of the State, Gippsland supports a strong agriculture industry. A recent regional economic study identified more than \$800 M worth of value-adding opportunities within the Gippsland agricultural sector. These opportunities are likely to grow in the coming years as primary industry in the region intensifies due to the favourable growing conditions.

To help realise the region's opportunities, the Gippsland Local Government Network (GLGN) has worked closely with the Department of Transport and industry representatives to develop this Gippsland Freight Strategy. The Strategy sets out the actions necessary to enable the efficient movement of a growing freight task. It identifies the scale and diversity of the existing freight task and the task required to accommodate new and emerging industries. This includes identifying investments in critical infrastructure, regulatory reforms to facilitate heavy vehicle access between Gippsland and other regions (including southern New South Wales), improved access to skills training and job opportunities and planning to ensure that the communities in Gippsland can accommodate the future freight task while minimising amenity impacts.

The Gippsland Freight Strategy provides an invaluable resource for State and Federal Governments and industry stakeholders alike - by setting out the region's long-term vision for managing Gippsland's freight needs. The document reinforces the GLGN and Victorian Government's directions for growing regional freight, as stated in the *Transport Solutions Framework 2010-11*, *Gippsland Regional Plan 2010* along with evolving priorities to be included in the *Gippsland Integrated Land Use Plan* and the *Victorian Freight and Logistics Plan*.

The Gippsland Freight Strategy recognises the strategic importance of Gippsland to the Victorian and Australian economies. Providing the necessary transport system changes will be critical if the advantages of these interdependencies are to be fully realised.

## **GIPPSLAND LOCAL GOVERNMENT NETWORK**

# Contents

<b>1. <a href="#">Executive Summary</a></b> .....	<b>4</b>
<b><a href="#">1.1 Priority Actions</a></b> .....	<b>5</b>
<b>2. <a href="#">Background</a></b> .....	<b>7</b>
<b><a href="#">2.1 Gippsland Regional Profile</a></b> .....	<b>7</b>
<b><a href="#">2.2 Project Challenges</a></b> .....	<b>8</b>
<b>3. <a href="#">Project Objectives</a></b> .....	<b>10</b>
<b><a href="#">3.1 Freight Strategy Goal</a></b> .....	<b>10</b>
<b><a href="#">3.2 Freight Strategy Objectives</a></b> .....	<b>10</b>
<b><a href="#">3.3 Freight Strategy - Approach Adopted</a></b> .....	<b>10</b>
<b>4. <a href="#">Policy Context</a></b> .....	<b>11</b>
<b><a href="#">4.1 Commonwealth Government</a></b> .....	<b>11</b>
<b><a href="#">4.2 Victorian Government</a></b> .....	<b>13</b>
<b><a href="#">4.3 Local Policies</a></b> .....	<b>16</b>
<b>5. <a href="#">The Dimensions of the Freight Task</a></b> .....	<b>18</b>
<b><a href="#">5.1 Mining</a></b> .....	<b>19</b>
<b><a href="#">5.2 Agriculture</a></b> .....	<b>23</b>
• <b><a href="#">5.3 Fishing</a></b> .....	<b>26</b>
<b><a href="#">5.4 Forestry</a></b> .....	<b>26</b>
<b>6. <a href="#">Transport Infrastructure</a></b> .....	<b>27</b>
<b><a href="#">6.1 Principal Freight Network</a></b> .....	<b>28</b>
• <b><a href="#">6.2 Road Network</a></b> .....	<b>30</b>
<b><a href="#">6.3 Rail Network</a></b> .....	<b>37</b>
<b><a href="#">6.4 Ports</a></b> .....	<b>41</b>
<b>7. <a href="#">Regulation</a></b> .....	<b>45</b>
<b><a href="#">7.1 B-Double access</a></b> .....	<b>45</b>
• <b><a href="#">7.2 High Productivity Freight Vehicles</a></b> .....	<b>46</b>
<b><a href="#">7.3 Over-dimensional vehicles</a></b> .....	<b>47</b>
<b>8. <a href="#">Skills Development and Employment</a></b> .....	<b>48</b>
<b><a href="#">8.1 Enhancing Skill Sets</a></b> .....	<b>49</b>
<b><a href="#">8.2 Access to Education and Training</a></b> .....	<b>49</b>
<b><a href="#">8.3 Addressing Labour Shortages</a></b> .....	<b>50</b>
<b><a href="#">8.4 Indigenous Training and Employment Opportunities</a></b> .....	<b>50</b>
<b>9. <a href="#">Strategic and Community Planning</a></b> .....	<b>51</b>
<b><a href="#">9.1 Planning for Regional Growth</a></b> .....	<b>51</b>
<b><a href="#">9.2 Provision of Housing and Land</a></b> .....	<b>51</b>
<b><a href="#">9.3 Provision of Services and Facilities</a></b> .....	<b>52</b>
<b>10. <a href="#">Implementing the Gippsland Freight Strategy</a></b> .....	<b>53</b>
<b><a href="#">Acknowledgements</a></b> .....	<b>54</b>
<b><a href="#">References</a></b> .....	<b>55</b>

DRAFT



# 1. Executive Summary

The Gippsland region is home to over 260,000 people and is of significant economic importance to the State of Victoria. The region has a diverse economy with a total Gross Regional Product (GRP) estimated at \$13.3 billion (2010), with the agricultural, mining, manufacturing, energy, construction and service sectors operating as the key economic drivers.

The energy industry is of particular regional importance, as the Gippsland brown coal fields are amongst the largest in the world, and industry participants have shown a strong interest in developing the brown coal resource into an export quality product. The *Gippsland Regional Plan 2010* identifies the potential export of high value added brown coal derivatives as a key driver of economic growth in coming years. In the future, export of value-added coal products could eventually become the largest single transport task in the State of Victoria.

In addition to the potential development of a coal derivative export industry, the intensification of primary industry due to favourable soil and climatic conditions is also likely to generate a significant increase in the freight task. Both tasks will place pressure on the existing transport network and stretch the capacity of existing transport operators. Other critical challenges include urban expansion and congestion (particularly in Melbourne's outer south east), and a changing demographic mix.

The region is clearly well placed to assume an increasingly important role as a resource and food based economy. It is critical that future investment decisions by the private sector can rely on an appropriately planned and operated transport network that is vertically integrated and able to satisfy a diverse array of internal and external movements

The Gippsland Freight Strategy has been developed in collaboration with local Councils, State Government agencies and industry. Through this consultation, a number of interventions have been identified as responses to the regional challenges facing the freight task. These interventions can be grouped into three key areas:

- Transport Infrastructure
- Regulation; and
- Skills Development and Employment
- Strategic and Community Planning

The resulting actions seek to deliver a range of benefits, including reduced operating costs for business; a stronger regional economic base; increased safety on the region's transport network; enhanced desirability of Gippsland as a lifestyle and investment destination; and improved local and regional environments.

## 1.1 Priority Actions

### 1 Infrastructure planning to support the coal and mining industry

*Work with the Victorian Government to plan for improved transport connections in Gippsland to facilitate the development of new clean coal industries.*

### 2 Connections to the National Network

Continue to develop transport options for improving road and rail connections from the Gippsland corridor to other parts of the National Network.

### 3 Princes Highway upgrades

*Progressively enhance the capacity and alignment of the Princes Highway to 'M' class standard (between Melbourne and Sale).*

*Commence planning work on town alternate truck routes for key towns on the Princes Highway.*

### 4 South Gippsland Highway

Progressively enhance the capacity and alignment of the South Gippsland Highway in line with the *South Gippsland Highway Corridor Strategy*.

### 5 Bass Highway

Progressively enhance the capacity and alignment of the Bass Highway in line with the *Bass Highway and Phillip Island Road Corridor Strategy*.

### 6 'B' and 'C' class roads

Upgrade selected Victorian arterial roads that support the movement of freight across the Strzelecki and Great Dividing Ranges.

### 7 Local Roads

Improve key local roads to meet the needs of the mining, agriculture and forestry industries.

### 8 Productivity

Improve industry productivity in Gippsland by maintaining road conditions to appropriate performance standards.

### 9 Melbourne-Bairnsdale rail line

Improve the capacity of the Bairnsdale-Melbourne rail line to capture opportunities to grow freight on rail, particularly via new emerging bulk freight tasks to support the minerals sector.

Advocate for an increase in rail capacity along the Dandenong Rail Corridor to improve freight services to and from Gippsland.

Duplicate remaining single track sections of the rail line between Pakenham and Moe.

Given its critical importance in linking to export markets, include the Melbourne-Bairnsdale rail line on the National Network.

### 10 South Gippsland rail line

Maintain State ownership of the South Gippsland rail corridor.

### 11 Intermodal Facilities

Work with the Commonwealth and State Governments and industry to promote the development of rail-road intermodal facilities at Morwell, West Sale and Bairnsdale where there is a valid business case.

### **12 Development of the Port of Hastings**

The proposed Port of Hastings development will consider the opportunity for the future export of large scale bulk trades from Gippsland, as well as becoming a future container handling facility.

Develop a plan for railfreight access from Gippsland to the Port of Hastings.

### **13 Local port facilities in Gippsland**

Work with the Department of Transport, Gippsland Ports and the private sector to maintain and enhance local port facilities to support the oil, gas, fishing industries and recreational boating.

Support the resumption of scheduled sea freight service from Flinders Island to Port Welshpool.

### **14 Gippsland air freight**

Promote the development of an air freight service out of Gippsland, subject to its commercial viability.

### **15 Improving B-Double access**

Consider opportunities to increase B-Double access across the Great Dividing Range, subject to completion of the necessary road network improvements.

### **16 Cross-border harmonisation of regulations**

Engage with the National Heavy Vehicle Regulator to harmonise cross-border regulations for heavy vehicles, noting the data and recommendations contained in the SEATS Cross-Border Vehicle Study.

### **17 High Productivity Freight Vehicles (HPFV)**

Consider an extension of the HPFV network to Sale, subject to satisfactory outcomes of the current HPFV trial, completion of the Traralgon to Sale duplication, access control between Longwarry and Nar Nar Goon including the Sand Road Interchange and resolution of issues within Metropolitan Melbourne.

### **18 Over dimensional vehicles**

As part of the *Gippsland Regional Infrastructure Study*, identify appropriate routes for the import of over-dimensional plant and equipment.

### **19 Access to training and learning opportunities**

Work with education and training providers and local industry to improve access to training and learning opportunities.

### **20 Employment opportunities in transport and logistics**

Work with the Victorian Ministerial Freight Advisory Council, Transport and Logistics Workforce Advisory Group (T&LWAG) and local industry to identify opportunities to increase the diversity and flexibility of the transport and logistics workforce.

### **21 Socio-economic and community development**

In partnership with the State Government, develop and implement the *Gippsland Integrated Land Use Plan* to accommodate further urban expansion within Gippsland towns, without compromising the potential development of the region's natural resources.

## 2. Background

### 2.1 Gippsland Regional Profile

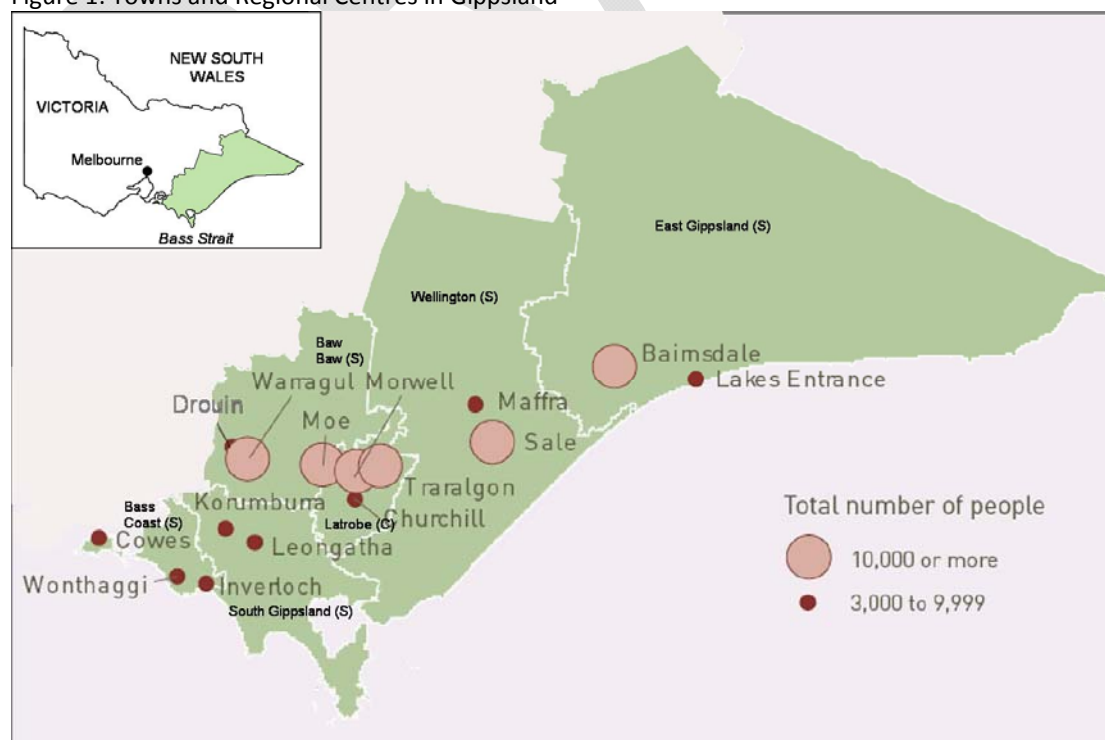
The Gippsland region is located in the south-east corner of Victoria. It extends from the edge of Melbourne's metropolitan area in the region's west to the New South Wales border; the Great Dividing Range forms its northern boundary, with Bass Strait bordering the region to the south. The Gippsland region includes six local government municipalities: Bass Coast, Baw Baw, East Gippsland, Latrobe, South Gippsland and Wellington. The region covers around 4.3 M hectares, or 18% of Victoria's total land area. Approximately 60% of the Gippsland region remains in public ownership, principally as State Forest or National Park.

The region has an estimated population of 260,000, with approximately one third residing in the Latrobe Valley urban area. The region's population is growing at a faster rate (1.5% per annum) than regional Victoria as a whole (1.3% per annum), with the population estimated to reach 300,000 within the next twenty years. In 2010/11, Bass Coast Shire (3.7%) and Baw Baw Shire (2.8%) were two of the four fastest growing local government areas in regional Victoria. The major towns and regional centres in Gippsland are shown in Figure 1.

The Gippsland region has a diverse regional economy with a total Gross Regional Product (GRP) estimated at \$13.3 billion (2010). The key economic drivers in Gippsland are the agricultural, mining, manufacturing, energy, construction and service sectors. Strong economic linkages exist between the region's primary and secondary industries with electricity and gas supply, dairy products and pulp and paper manufacturing making the largest contribution to economic output in Gippsland. When combined, the agricultural, mining, manufacturing, energy and construction sectors account for 88% of the region's exports, 48% of the Gross Regional Product and 31% of the region's employment.

Source: Department of Planning and Community Development (DPCD) 2005

Figure 1: Towns and Regional Centres in Gippsland



## 2.2 Project Challenges

The Gippsland region is largely self-sufficient in its energy and water needs. This self-sufficiency has been a significant driver for the diversity of the economy to date, and is likely to stimulate further investment in the years to come. To support this growth, the transport network must have sufficient capacity to manage both export-related freight tasks and production inputs into the region as well as accommodate the needs of a growing population – particularly in the western part of the region. In addition, the region’s changing demographics may force government and industry to reconsider existing workforce planning strategies.

### 2.2.1 Development of the coal resource

Victoria has the world’s largest recoverable economic demonstrated resources (EDR) of brown coal. Geoscience Australia estimates that, in 2008, total Victorian EDR was approximately 37.2 gigatonne (Gt), which accounted for 25% of the world’s total recoverable brown coal EDR. About 86% (or 32.2 Gt) of the total recoverable brown coal EDR is accessible, with most of this resource located in the Gippsland Region. The resource life of the accessible EDR is estimated to be 490 years. Commercial interest has been expressed in potential large-scale multi-billion dollar investments which would develop coal into a wide range of value-added products including: fertilisers, briquettes, synthetic diesel fuel, ethanol and dried brown coal. Although many of the proposals are still only at concept or pilot phase, the potential development of the brown coal resource will place a strain on existing land transport and port infrastructure. The construction, development and product transport requirements resulting from a successful proposal would be of national significance and require the support of all levels of government.

### 2.2.2 Intensification of primary industry

The Gippsland region’s temperate climate, high quality soils and reliable rainfall have long supported traditional primary industries such as dairy, beef and horticulture. As farmland in drier parts of the State become more marginal, the natural advantages of the Gippsland region will lead to an increased share of the State’s primary production. Urban development pressures in Melbourne are also leading to the intensification of primary industry within the region. Traditional market garden areas near Melbourne, such as Cranbourne, are being redeveloped for residential use. This is resulting in an expansion of horticulture production in key growing areas, such as the Macalister Irrigation District and the Mitchell River District. The reliability and availability of water in these locations has encouraged the conversion of land that was traditionally used for dairy production. This intensification will stimulate opportunities for further investment in the key food manufacturing sector to take advantage of growing export markets in Asia and the Middle East.

Despite suitable soil and climatic conditions, industry growth may be restricted by the lack of safe and efficient connections to farm gate and key markets. Many industries are moving to larger trucks for farm collection, but few local roads have been designed to accommodate such traffic. Failure to maintain and manage an appropriate transport network will compromise safety, efficiency and capacity, and may deter industry investment in the region.

### 2.2.3 Urban expansion and congestion

Although population growth in Melbourne’s south-east in the coming decades is expected to be lower than in previous decades, the residential population south east of Dandenong is still expected to increase from 412,000 in 2006 to 675,000 in 2026 – an increase of 2.5% per annum. Similar population growth rates are predicted in West Gippsland.

This population growth will generate increased demand on the road and rail routes from Gippsland to central Melbourne and beyond, thereby increasing travel times for the movement of freight to and from Melbourne. On the Gippsland rail corridor, any increase in the number of passenger services is likely to require a more strategic approach to rail operations that can take advantage of limited train path availability.

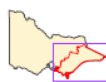
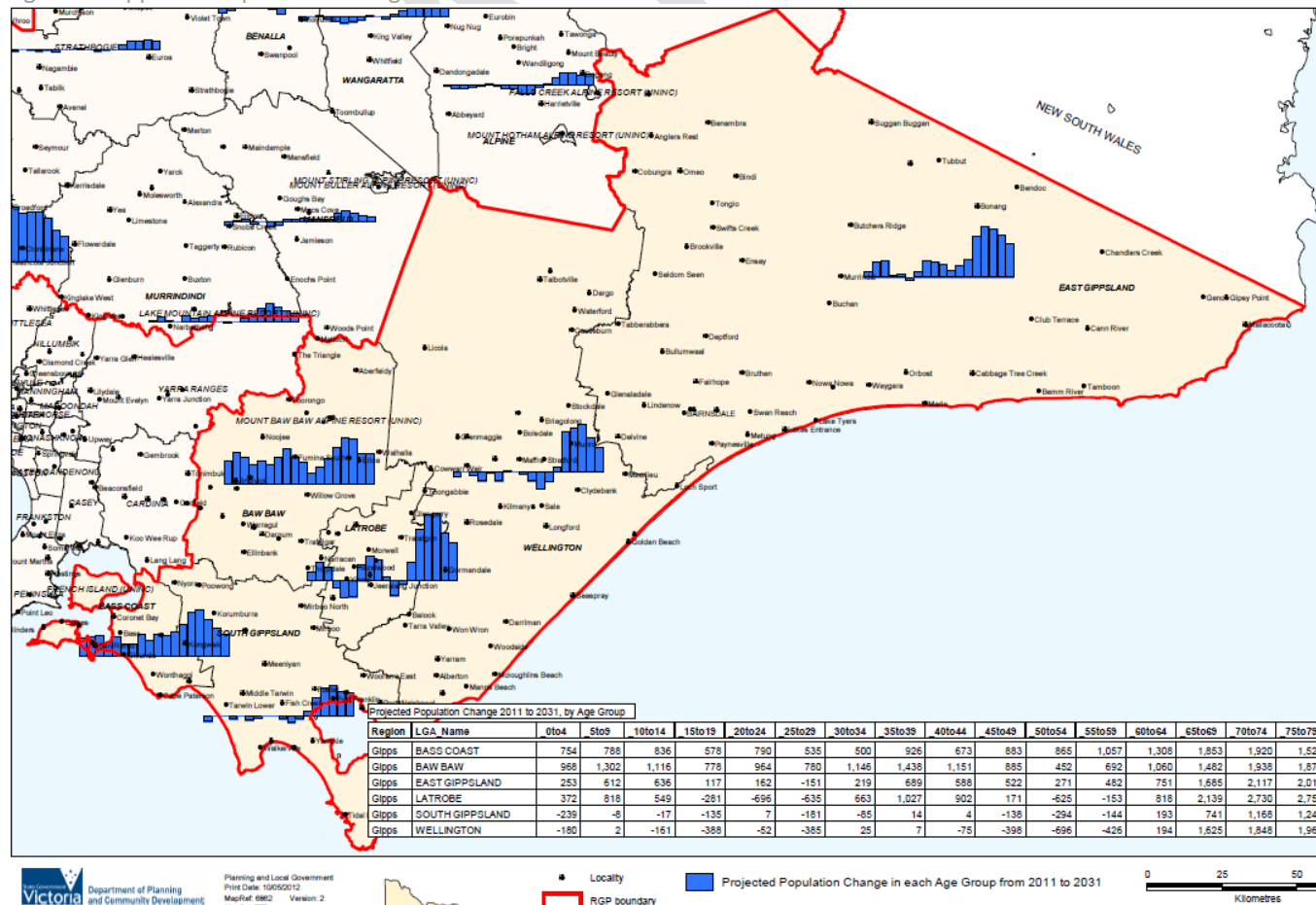
Increasingly, bulk freight originating in the Gippsland region may need to be exported through other ports (e.g. Hastings) to avoid the congestion in the Melbourne metropolitan area. Urban development in West Gippsland may also conflict with existing farming and food manufacturing industry practices. New residents may seek to curtail freight access to towns at certain times, or along particular routes. Alternatively, there may be pressure to rezone rural farming land to accommodate residential growth. These challenges will require urban expansion to be carefully planned and managed, with attention paid to the integration of land use and transport proposals.

### 2.2.4 Changing demographics

The changing demographics of the Gippsland region, in particular an ageing workforce, may make it increasingly difficult to attract and retain a sufficiently skilled and diverse workforce within the transport and logistics industry. Figure 2 shows the age profile of Gippsland residents in both 2006 and 2026. On current trends, the working age population of the Gippsland region (i.e. the population aged between 15 and 64) is predicted to rise only marginally over the next twenty years. In contrast, the population aged 65 years or more is expected to more than double from 41,000 in 2006 to 85,000 in 2026.

These challenges will force government and industry to consider more innovative approaches to attracting and retaining skilled workers, if the economic advantages of the region are to be fully realised. The challenge will be particularly acute in the transport and logistics industry, which is already over-represented by older males.

Figure 2: Gippsland Population Change 2011-2031: Source DPCD 2012



# 3. Project Objectives

## 3.1 Freight Strategy Goal

The goal of the *Gippsland Freight Strategy* is to identify the actions that will facilitate the efficient movement of the Gippsland freight task.

## 3.2 Freight Strategy Objectives

The key objectives of the *Gippsland Freight Strategy* are to identify transport system changes that will:

- Reduce operating costs for business;
- Strengthen the regional economic base;
- Increase safety on the region's transport network;
- Enhance the desirability of Gippsland as a lifestyle and investment destination; and
- Improve local and regional environments.

## 3.3 Freight Strategy - Approach Adopted

The development of the *Gippsland Freight Strategy* was project managed by GLGN and the Department of Transport, in close consultation with other State Government agencies, transport and distribution sector peak bodies, South East Australian Transport Study (SEATS)) and industry. A Project Reference Group (with representatives from local government, industry and SEATS) was established to help formulate the draft Strategy by identifying critical issues and possible actions; a Project Steering Committee including senior State and Local Government representatives was established to oversee the Strategy's development and approve the draft document.

The Strategy outlines:

- The policy context;
- The dimensions of the current and future freight task;
- Critical issues preventing the efficient movement of freight and key actions to address the region's freight needs in each of the following areas:
  - Transport Infrastructure
  - Regulation
  - Skills Development and Employment
  - Strategic and Community Planning
- An implementation plan.

It should be noted that the *Gippsland Freight Strategy* does not include detailed analysis of passenger transport services and traffic (including tourist traffic) needs.

## 4. Policy Context

The *Gippsland Freight Strategy* has been developed in the context of current Commonwealth, Victorian and local government policies and strategies. These key policy frameworks highlight the importance of responding to the freight transport demands of the Gippsland region.

### 4.1 Commonwealth Government

#### 4.1.2 Nation Building Program

The Commonwealth Government's *Nation Building Program* seeks to assist national, regional economic and social development through funding to enhance the performance of land transport infrastructure. The existing *Nation Building Program* is delivering significant investment in transport corridors on the National Land Transport Network in the 2009-2014 period, including \$4 billion of investment in Victoria's road, rail and intermodal networks.

The National Land Transport Network is a single integrated network of land transport linkages of strategic national importance, which is funded by Commonwealth, State and Territory Governments. The National Land Transport Network is based on national and inter-regional transport corridors including connections through urban areas, links to ports and airports, rail, road and intermodal connections that together are of critical importance to national and regional economic growth development and connectivity. The Princes Highway between Melbourne and Sale has been recognised as a transport link of strategic national importance, and is included on the National Land Transport Network.

Through the *Nation Building Program*, the Commonwealth and Victorian Governments are investing \$175 M to commence the duplication of the Princes Highway between Traralgon and Sale. This project is evidence of the joint Commonwealth-State commitment to developing and improving this corridor. Similarly, the *Gippsland Freight Strategy* recognises the Princes Highway as the primary corridor linking the Gippsland region to Melbourne and export ports. With the Great Dividing Range acting as a geographic barrier to access from the north, maintaining the function of the Melbourne-Sale corridor is vital.

In May 2012, the Commonwealth Government released details of the next round of the *Nation Building Program* 2014-2019. The Program's focus will be on investment in infrastructure that supports productivity growth. The program has four key funding streams:

- Moving Freight
- Connecting People
- Safety
- Innovation

The Commonwealth Government has said that priority will be given to projects that align with key national objectives outlined in strategic Commonwealth plans and policies, including the *National Ports Strategy*, the forthcoming *National Land Freight Strategy* and the *National Urban Policy*.

#### 4.1.3 National Ports Strategy

The strategic priorities of the *National Ports Strategy* are to:

- Promote long term planning for nationally significant ports;
- ensure port plans can be executed through the implementation of appropriate regulatory and governance settings;
- improve the landside efficiency, reliability, security and safety of container ports; and



- promote greater transparency and accountability in planning for ports.

The Strategy identified nationally significant ports across Australia, including the ports of Hastings, Melbourne, Geelong and Portland.

#### 4.1.4 National Land Freight Strategy

In its June 2012 Report to COAG, Infrastructure Australia cite three key national issues for freight identified through consultation on its draft *National Land Freight Strategy*. These issues are:

- The need to address road governance issues to enable a coordinated approach to road use for freight;
- The need to ensure that freight is considered in strategic planning and long term land use; and
- The need to secure a broad based commitment to reform.

In helping to address these issues, Infrastructure Australia has recommended a trial of B-triples on the Hume Highway in New South Wales and Victoria. A final strategy is expected to be released in late 2012.

#### 4.1.5 Regional Infrastructure Fund

The Commonwealth Government's *Regional infrastructure Fund* will provide \$6 billion over 10 years to 2021 to promote development and job creation in mining communities and in communities that support the mining sector. Eligible projects include major large-scale economic infrastructure projects such as rail, road, ports, airports, energy, communications and water. Infrastructure Australia will assess projects to be considered for funding.

There is potential for Gippsland to attract investment from the Fund given the region's nationally significant mining and energy sectors.

#### 4.1.6 Infrastructure Australia

Infrastructure Australia is an advisory body established by the Commonwealth Government in 2008 to help drive the development of a long-term, coordinated national approach to infrastructure planning and investment, focussing on transport, water, energy and communications. Infrastructure Australia advises the Commonwealth Government on Australia's current and future infrastructure needs and priorities and infrastructure policy, pricing, financing and regulation.

In assessing nationally significant infrastructure priorities, Infrastructure Australia seeks submissions from jurisdictions. In its 2012 submission to Infrastructure Australia, the Victorian Government outlined its priority projects for Commonwealth funding. The submission includes a number of transport projects relevant to Gippsland. These are:

- Port of Hastings including planning for transport links such as the Western Port Highway
- Princes Highway East upgrades – Traralgon to Sale
- Princes Highway East – Nar Nar Goon to Longwarry North – removal of unrestricted at-grade access
- East West Link
- Dandenong Rail Capacity Program

The Victorian Government's submission also includes the Government's priorities for planning for longer term infrastructure, including the North East Link.

A number of these projects were included as priorities in the *Gippsland Regional Plan 2010* for supporting communities and industry in the region.

#### 4.1.7 National Regulatory Reform

In July 2009 the Council of Australian Governments (COAG) agreed to establish single national regulators for the heavy vehicle, rail safety and maritime safety industries.

These national reforms are aimed at improving safety outcomes and driving national productivity and efficiency benefits, by seeking to harmonise regulations and reducing the administrative burden on industry across the three sectors. These will reduce the number of regulators for the three sectors across Australia from 23 to three. The national schemes are expected to commence in 2013.

The new National Heavy Vehicle Regulator will be established as an independent body responsible for regulating all vehicles in Australia over 4.5 tonnes. A critical part of the new regulatory framework will be to harmonise the heavy vehicle legislation currently operating across all the states and territories. The Regulator will administer one nationally consistent set of rules for Australia's heavy vehicle owners, operators and drivers under the Heavy Vehicle National Law, creating efficiency benefits and improved safety for the commercial road freight sector. Complementary pricing reforms are being progressed through a COAG project on heavy vehicle charging and infrastructure investment, with a longer term aim of providing a more efficient and equitable basis for recovering the costs imposed by heavy vehicle usage and for funding infrastructure provision and maintenance. A single, Australia wide registration system is also proposed for heavy vehicles; and this is expected to lead to greater efficiencies by comparison with the eight different systems that currently exist.

The objective of the rail safety regulatory reform is to have one national rail safety regulator, one piece of national rail safety legislation, and a common approach across Australia to the safety regulation of rail transport operators and railway operation. National regulation of rail safety is expected to lead to improved national productivity and freight efficiency, principally due to a reduction in administrative burden and less paperwork. These reforms will be of particular benefit to long haul interstate rail operations.

The maritime reforms will develop a national approach to the safety regulation of domestic commercial vessels and will establish the Australian Maritime Safety Authority (AMSA) as the single national regulator for domestic commercial vessel safety in Australia. Vessels covered by the new national scheme include some that have traditionally been beyond the reach of the Commonwealth Constitutional powers, requiring Victorian legislation to be enacted to apply the national law. For example, owners of fleets of unpowered hire and drive vehicles (such as canoes and kayaks) will be captured under the national scheme (and hence will be regulated by AMSA once the national scheme commences).

## 4.2 Victorian Government

### 4.2.1 Transport Integration Act 2010

The *Transport Integration Act 2010* brings together, for the first time, all elements of the transport system under one statute to ensure a focus on delivering a clear set of economic, social and environmental objectives. Under the legislation, the following decision-making objectives must be applied when decisions related to the planning, provision, management and use of the transport system:

- Integrated decision-making;
- Triple bottom line assessment;
- Equity between people;
- Transport system user perspective;
- Precautionary principle;

- Stakeholder engagement and community participation; and
- Transparency

This integrated approach has guided the development of the *Gippsland Freight Strategy*, and will facilitate better planning and delivery outcomes for the initiatives identified in the plan.

#### 4.2.2 The Victorian Freight and Logistics Plan (in development - 2012)

The Victorian Freight and Logistics Plan (VFLP) will be an evidence based plan to support the growth and development of Victoria's economy through effective management of the growing freight task. The plan will examine long term freight forecasts for the State up to 2050 and will use these forecasts to create and model a wide range of freight network scenarios that can inform decision making for future projects and initiatives. The information provided in the plan will enable the Victorian Government to consider the most cost effective ways to improve freight efficiency and increase capacity, including better and more productive use of the existing freight network, as well as priorities for planning and investing in new infrastructure when needed.

The plan will address four key directions initially identified as follows:

- plan for and deliver capacity at key gateways to meet demand and consolidation nodes in the network (e.g. ports, airports and intermodal terminals and surrounding freight and logistics precincts) in a timely manner, including public and private sector roles
- maximise the efficiency of key freight network links (road and rail) connecting gateways and nodes by encouraging consolidated freight flows and high capacity freight movements
- protect future freight network development options, including robust planning protection for identified sites and corridors where appropriate
- protect and enhance access to markets for regional Victoria to ensure a vibrant and sustainable future for Victoria's regional industries.

#### 4.2.3 Metropolitan Planning Strategy

During 2012-14 the Victorian Government will be preparing a new metropolitan planning strategy to manage Melbourne's growth and change. The strategy will contribute to the overall vision for the State including links with regional Victoria.

The strategy will help guide Melbourne's growth and change over the next 30-40 years. It will give communities, businesses and local government the confidence, flexibility and certainty needed to make informed decisions about their future.

A key feature of this planning updates is establishing efficient and effective links between Melbourne and Victoria's regional centres, including Latrobe Valley. The Casey- Cardinia area to Melbourne's south-east is a significant growth corridor – this growth will have a significant impact on the freight movements that moves between Melbourne and Gippsland.

#### 4.2.4 Regional Growth Plans

The *Regional Growth for the Future* program will deliver eight Regional Growth Plans that are the responsive to each of Victoria's region's strategic aspirations and directions set out in Regional Strategic Plans. Regional Growth Plans will translate and integrate emerging State-wide regional planning policy and provide the basis for regional coordination and planned provision of infrastructure to support regional employment and communities.

Transport infrastructure (both for private use and for freight) within and between regions and regional centres and nationwide access routes will be considered in planning for future growth. The regional growth plans may recommend further investigation of additional transport infrastructure and transport corridors as a result of potential increased growth.

The Gippsland Integrated Land Use Plan is being developed as an action emerging from the Gippsland Regional Plan and will become one of the State Government's Regional Growth Plans.

#### 4.2.5 The Latrobe Valley Industry and Employment Roadmap

The *Latrobe Valley Industry and Employment Roadmap* (the Roadmap), is the Victorian Government's framework for guiding future investment in the Latrobe Valley, outlines a number of strategic directions to diversify its economy in order to meet the significant structural adjustment challenge facing the region.

The energy sector is an important contributor to the region's economy and the adjustment task, forced on the region by the introduction of a national carbon price, will lead to a restructure of the sector resulting in potential job losses, decrease in economic activity and flow-on effects in the broader economy.

The Victorian Government has expanded the \$10 M *Latrobe Valley Industry and Infrastructure Fund* (LVIIF) with an additional \$5 M to broaden the scope to align with the strategic directions of the Roadmap and support businesses to adjust, including small businesses through the provision of smaller grants. Specifically, the LVIIF will work to strengthen the workforce, invest in infrastructure, support enhanced competitiveness and innovation and attract and facilitate investment into the Latrobe Valley.'

#### 4.2.6 Regional Growth Fund

The Victorian Government's \$1 billion *Regional Growth Fund* will provide more flexible and responsive funding to assist business and industry in regional Victoria. Funding will also support studies to investigate the technical or economic feasibility of potential projects

The *Regional Growth Fund* will facilitate the strengthening of partnerships to investigate local needs and better inform local priorities. The Fund will provide flexible and responsive funding that will support communities to be more resilient, contribute to a better quality of life and further strengthen the Victorian economy.

For the next four years, \$500 M will be allocated to focus of the following areas: Strategic Initiatives component - \$300 M

- Economic Infrastructure Program
  - Growing and Sustaining Regional Industries and Jobs
  - Transforming and Transitioning Local Economies
  - Building Strategic Tourism and Cultural Assets
  - Energy for the Regions
- Developing Stronger Regions Program
- Building Stronger Regions\*
  - Regional Partnerships Facilitation Fund
  - Council Planning Flying Squad
  - Local Solutions Year 12 Retention Fund
  - Bushfires 'open for Business' Loans

Local Initiatives component

- Local Government Infrastructure Program - \$100 M

- Putting Locals First Program - \$100 M

The remaining \$500 M will be allocated for 2015-2018.

### 4.3 Local Policies

#### 4.3.1 Gippsland Regional Plan 2010

Strategic Priority - Gippsland Gateways

Extend Gippsland's gateways to market through improvements to rail, roads and ports and in particular the:

- establishment of the North East Link direct link between the Eastlink and Hume corridors
- construction of East West Link as a priority to create an alternative to the Monash-West Gate Freeway and enhance connectivity for Gippsland's industries to Melbourne and other regions
- capability for Gippsland's bulk exports
- enhancements to local ports including Lakes Entrance.
- Improve the regional community's access to regional services, education and training, employment opportunities and recreational activities.

Continuing to engage with the Department of Transport on the Transport Solutions Framework, using the strategic story and projects identified in this Gippsland Freight Strategy as a primary source.

#### 4.3.2 Gippsland Transport Strategy 2008

The *Gippsland Transport Strategy* (2008) was developed by the Gippsland Local Government Network to guide collective effort in improving the region's transport infrastructure and services.

The strategy identifies five major challenges facing the development of transport projects in the Gippsland region:

- The movement of project cargo in and export cargo out (e.g. as a consequence of major coal and energy projects);
- Carbon pricing and the rising cost of fuel;
- Urban encroachment on western Gippsland;
- Competing demands on rail services from increasing passenger demand and an increased freight task moving by rail;
- Continued reliance on the Port of Melbourne for the growing containerised export task and a greater need for effective connections to the Port of Hastings, particularly for bulk exports.

In terms of regional priorities for future investment, four were identified by the strategy:

- Connectivity improvements, particularly from Gippsland into Melbourne, to the Victorian ports and the interstate freight rail network;
- Improvements to intra-regional connectivity to ensure that supply chain flows around identified bottlenecks are improved;
- Development of road/rail intermodal connection points to increase the export potential for bulk commodities, as well as mitigating against possible future fuel price rises and carbon pricing considerations.
- Resolution of non-infrastructure issues (e.g. through operational or regulatory changes) that enables the transport network to meet the needs of private, business and commuter travel within Gippsland.

#### 4.3.3 SEATS - Cross Border Heavy Vehicle Freight Study (2012)

The *Cross Border Heavy Vehicle Freight Study* was undertaken by the South Eastern Australia Transport Strategy Inc. (SEATS) to support its strategic objective being *to promote efficient and effective freight movement*. The study provides a better understanding of the nature and indicative impacts of cross border regulatory and physical infrastructure constraints on heavy vehicle freight movements between Victoria and New South Wales.

The study which was supported by the Victorian Department of Transport and Transport for New South Wales will provide the opportunity for initiatives to be assessed which can improve the productivity for cross border freight operators. The introduction of the National Heavy Vehicle Regulator on 1 January 2012 provides a mechanism for regulatory efficiencies to address constraints identified in the study.

#### **4.3.4 Latrobe Valley and East Gippsland Railfreight Task Assessment (2012)**

The *Latrobe Valley and East Gippsland Railfreight Task Assessment* provides a detailed analysis of current and potential railfreight users in Gippsland. The assessment was undertaken to inform Latrobe City and East Gippsland Shire Councils of potential operators for the Gippsland Logistics Precinct at Morwell and an intermodal facility at Bairnsdale.

The assessment examines the current freight task and logistics arrangements by sector, analyses future growth in the freight task and provides advice on the future use of rail. It provides advice on the issues and opportunities for the operation of the intermodal facilities as well as analysis of broader regional transport infrastructure requirements.

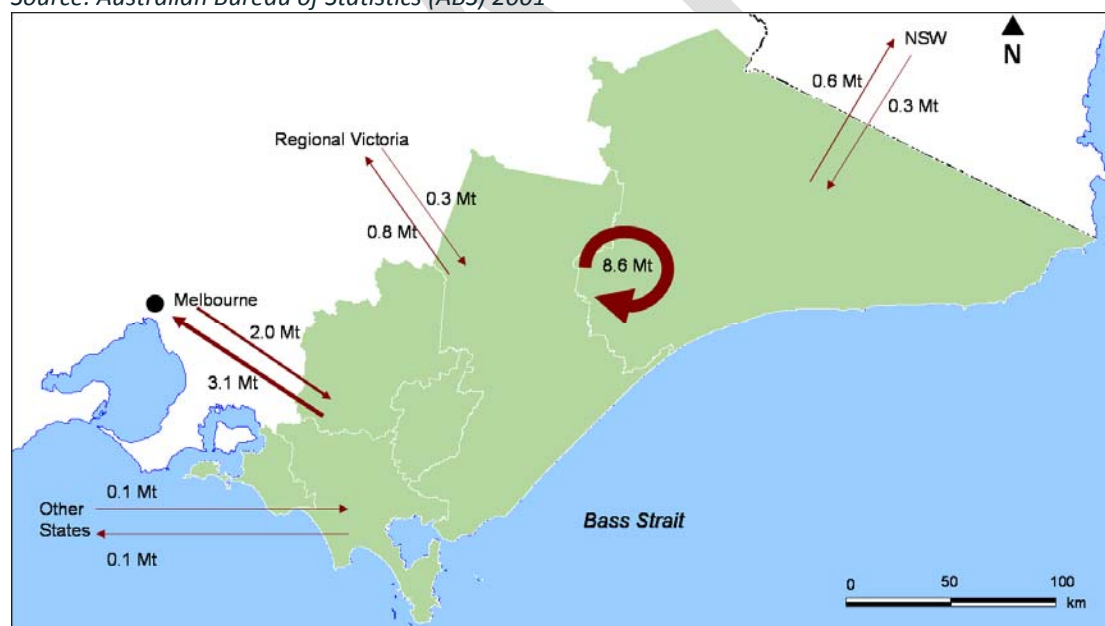
## 5. The Dimensions of the Freight Task

In 2001, the total Gippsland freight task was estimated at approximately 16 M tonnes per annum (Figure 3). Of this freight task, approximately 54% (or 8.6 M tonnes per annum) moved to a destination within the region. The majority of the remaining freight task (32%, or 5.1 M tonnes per annum) was transported to and from Melbourne. More than 900,000 tonnes of freight (primarily timber to the Port of Eden) was transported across the Victorian-New South Wales border.

More recent data on the total Gippsland freight task is not available. However, applying the Bureau of Transport and Regional Economics' latest freight model suggests that the total regional freight would have increased by approximately 50% over the last decade, to 24 M tonnes per annum.

Traditionally, the Gippsland economy has relied on primary and secondary production, with the main generators of freight movements in the region coming from the dairy, quarrying and forestry industries. Other industries are significant in terms of their economic contribution and freight demand in the region, but are relatively small in comparison to the major supply chains. These include the livestock (especially beef cattle and lamb), horticulture and fishing industries. While the coal, oil and gas industries have long played a critical role in underpinning the region's economy, these sectors generate only a very small freight transport task at present, with the vast majority of product either consumed on-site by power generation facilities (coal) or transported to Melbourne via pipeline (gas).

Figure 3: Estimated Gippsland freight task  
Source: Australian Bureau of Statistics (ABS) 2001



## 5.1 Mining

### 5.1.1 Coal

The coal supply chain currently constitutes only a very small proportion of the total Gippsland freight transport task. This is because the vast majority of coal mined within the Latrobe Valley is consumed by power generation facilities located at the site of the coal deposits and coal is moved from the mine to the power stations using conveyor belt systems (Figure 4). In 2008/09, 68 M tonnes of brown coal was used in Victoria for energy generation, while less than 300,000 tonnes of coal products (briquettes and carbon products) were transported to domestic and international customers. Concerns over the high carbon dioxide (CO<sub>2</sub>) emissions that are produced through burning sub-bituminous brown coal have stimulated investment in new technologies.

These technologies would reduce the moisture content of brown coal and allow for the development of a range of coal by-products as potential alternative energy sources, including briquettes, diesel, ethanol and dried brown coal. High-quality fertilisers are another known by-product of brown coal.

The Victorian Government is committed to working with industry to maximise the value of Victoria's coal resources in order to best deliver the economic, social and environmental objectives for local communities and Victoria.

The Victorian Government is encouraging companies developing low emission coal upgrading technologies in the Latrobe Valley and is progressing a new coal allocation framework to open up new reserves of coal.

Although many of the coal derivative proposals are still only at concept or pilot phase, there is potential for multibillion dollar investment to occur should the technology be proven and environmental conditions met. If all such investment were to occur, it would generate a very significant freight task, potentially in the order of 30 M tonnes per annum by 2030 (Figure 5). To put this freight task in context, this volume would represent an increase of 12% in Australia's current coal exports.

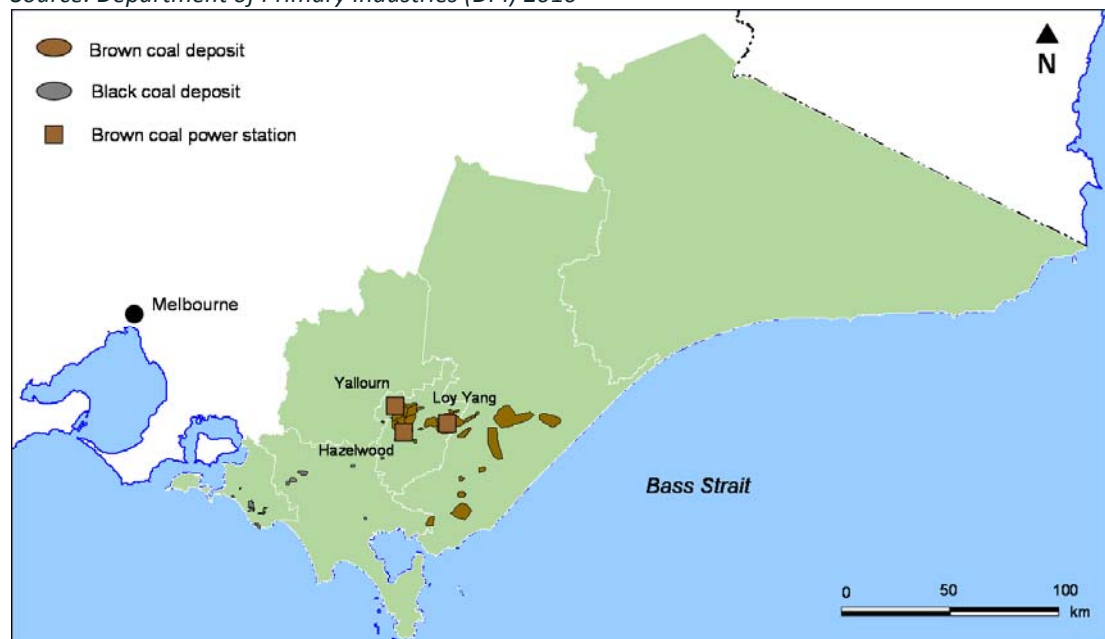
In the short-term (i.e. within five years), the freight task is expected to be largely driven by an increase in market demand for coal derivative products that are based on proven technologies. Key products include high value-added hardened brown coal (e.g. briquettes), and fertilisers/soil conditioners containing urea produced through brown coal gasification. Escalating global prices for energy and fertiliser are increasing the economic viability of manufacturing these products from brown coal. Analysis suggests that there is a potential, short term demand for one M tonnes per annum of each product, with briquettes primarily destined for export markets and fertilisers replacing existing imports.

Briquettes would be transported by road or rail to either Melbourne (if containerised) or Geelong (if bulk). Bulk transport through to Geelong appears to be the preferred option for project proponents, subject to maintaining product integrity. Fertilisers would be transported by road for local and regional distribution, but could be transported by rail to Geelong for interstate distribution.

Early entrants to the dried brown coal market could increase the freight task by a further two M tonnes per annum late in the decade.



Figure 4: Gippsland coal reserves and power stations  
Source: Department of Primary Industries (DPI) 2010



Longer-term investment by the coal derivatives industry could necessitate significant upgrading of transport infrastructure both inside and outside region. While road, rail and port improvements could accommodate most product requirements, pipelines (along existing easements) may also be an appropriate form of product transport.

The specific transport infrastructure requirements for potential developments which could see the need to export between 5 and 20 M tonne per annum (Mtpa) will need to be considered by the Victorian Government as part of the broader investment strategy to support a diversified coal industry.

Once this process is completed and there is an increased investment certainty by project proponents, this Gippsland Freight Strategy could be reviewed to ensure that the necessary infrastructure initiatives are appropriately captured.

**ACTION**

1. Work with the Victorian Government to plan for improved transport connections in Gippsland to facilitate the development of new clean coal industries.

### 5.1.2 Oil and Gas

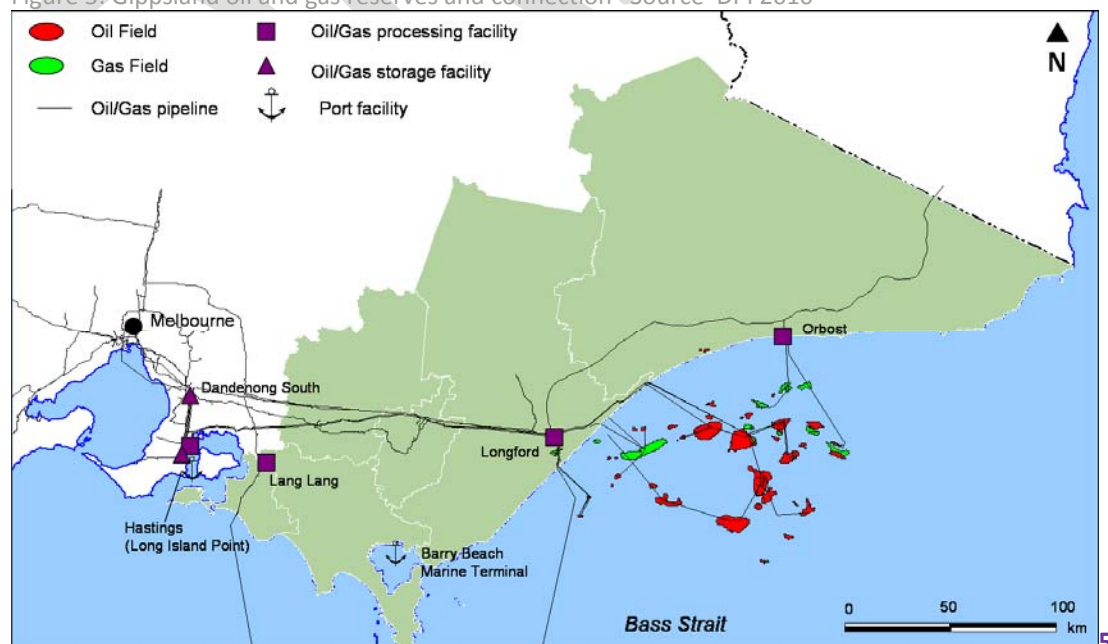
Since the opening of the Bass Strait oil and gas fields in 1969, almost four billion barrels of crude oil and around seven trillion cubic feet of gas have been produced. In 2008, the oil and gas fields of the Gippsland Basin yielded 31.3 M barrels of crude oil and condensate (or just over of 86,000 barrels per day). Total annual gas production was 271 billion cubic feet of sales gas, and 12.2 M barrels of natural gas liquids (LPG and ethane). At current rates of production it is estimated, there are sufficient gas reserves in the Gippsland Basin for production to continue for a further 30 years.

Figure 5 shows the oil and gas reserves, pipelines and processing and storage facilities in the Gippsland region. The Bass Strait oil rigs (operated by ESSO) feed a network of 600km of underwater pipelines and keep the oil and gas flowing 24 hours a day. Most of the crude oil and raw gas is initially piped to a major processing facility located at Longford, near Sale. The Longford facility has a peak production capacity of about 1,000 terajoules (TJ) of natural gas and over 8 M litres of raw LPG. From Longford, natural gas is piped to Melbourne and Sydney, while heavier gas liquids and stabilised crude oil is piped to Long Island Point (near Hastings) for further processing and storage; naturally occurring liquid gases (e.g. LPG) are piped to a storage facility in Dandenong South. From Long Island Point, most of the oil and gas products are either shipped through the Port of Hastings, or piped to refineries in Altona and Geelong. However, road transport provides an important freight task in the distribution of LPG (from both Dandenong and Hastings) to locations throughout the state.

The Exxon-Mobil berth at Barry Beach Marine Terminal in South Gippsland provides an important service point for its oil and gas platforms in Bass Strait. Each year, around 70,000 tonnes of cargo are shipped to the Bass Strait platforms from Barry Beach. Other petroleum operations in the region include:

- Santos's Patricia Baleen plant in Eastern Victoria (near Orbost) feeds gas into the Eastern Gas Pipeline and has a capacity of about 75 TJ/day.;
- Roc Oil produces oil from its Basker Manta field through a floating production storage and off-take (off-loading) vessel. Peak oil production is 20,000 barrels per day and the shuttle tankers deliver crude to east coast refineries;
- The Origin Energy processing plant near Lang Lang in Gippsland services the Yolla field, which is located in the Bass Basin within Tasmanian waters. The plant delivers annually, about 23 petajoules of sales gas per annum (54 TJ/day average), 80,000 tonnes of LPG and 1.2 M barrels of condensate.

Figure 5: Gippsland oil and gas reserves and connection Source DPI 2010



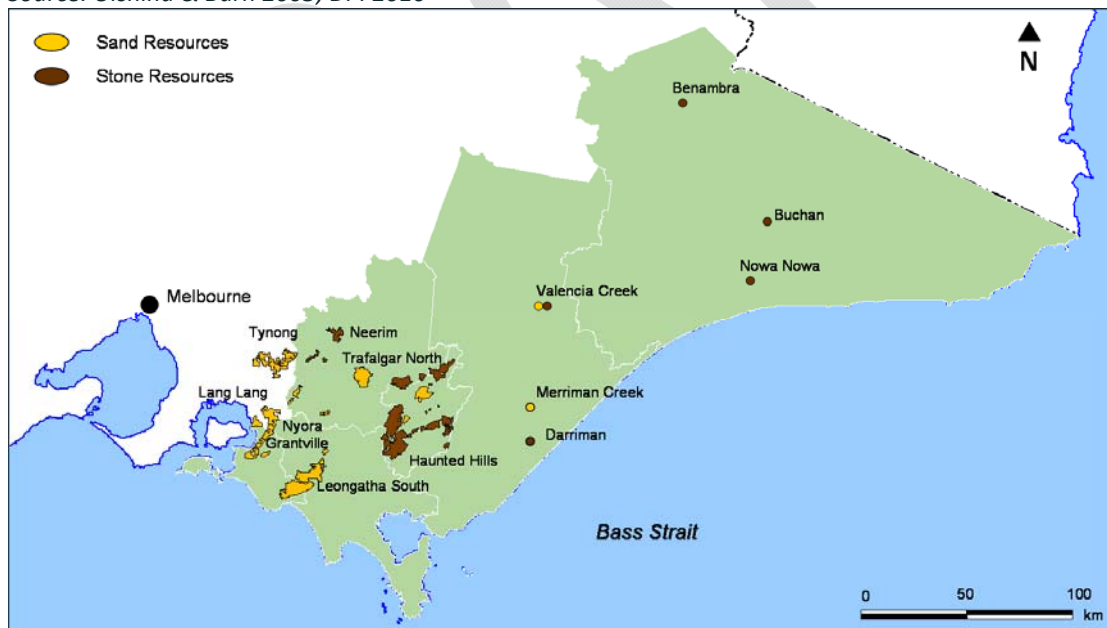
### .1.3 Sand and Stone Extraction

The *Melbourne Supply Area – Extractive Industry: Interest Areas Review* (2003) identifies the key current and future sources of sand and stone for use in the Melbourne construction industry (Figure 6). Along with the Tynong deposits (immediately west of the Bunyip River), the Lang Lang – Grantville – Nyora region of West Gippsland is identified as a major source of sand due to the high quality of the deposits and their proximity to Melbourne. Deposits at Neerim and the Haunted Hills are an important source of granite and basalt. Extensive resources of sand, gravel and granite are also found at Benambra, Darriman, Merriman Creek, and Valencia Creek. These deposits are largely used for construction within East Gippsland. High-quality limestone is sourced from Buchan and Nowa Nowa in East Gippsland and used in the production of quicklime, flux, stockfeed, paper manufacture and other agricultural purposes.

The extraction and processing of sand, clay, gravel, crushed rock and stone for use in the construction of domestic, commercial and civil infrastructure is the region’s single largest freight transport task. Including the granite and sand deposits extracted at Tynong, approximately 2.5 M tonnes of bulk quarry materials are extracted from the Gippsland region every year. Although all material that is currently extracted in Gippsland is transported by road, rail has previously been used to transport sand from Lang Lang to Spotswood for use in glass manufacture. The rail sector has the capacity to transport product to Melbourne from locations close to rail infrastructure, principally in the Morwell area.

The Gippsland region is expected to continue to be major source of material for the Melbourne construction industry. Sites at Maryvale, Trafalgar North and Leongatha South have been identified as potential future sand and gravel resources once the Lang Lang – Grantville – Nyora quarries are depleted. Baw Baw Shire Council has recognised the importance of the Trafalgar North sand resource by placing an *Environmental Significance Overlay* over the deposit.

Figure 6: Extractive Industry - Areas of Interest  
 Source: *Olshina & Burn 2003; DPI 2010*



#### 5.1.4 Minerals

The Gippsland region has long history of mining for both precious and base minerals, particularly in the Walhalla and Omeo-Swifts Creek areas. The Walhalla goldfield is currently the subject of a long term gold exploration project by Orion Gold, who hold the majority of exploration licences in the Walhalla-Woods Point district.

The Independence Group is programming development of a major copper mine at Benambra which will generate 180,000 tonnes per annum of containerised concentrate. This product could be transported by road to port, or by road/rail ex the Bairnsdale intermodal facility.

Other major mining activities being investigated include significant minerals sands reserves north of Stratford (Metallica) and iron ore at Nowa Nowa (Eastern Iron). The prospect of mining operations in the region would also require large-scale construction materials, service equipment and ongoing supplies to be transported into the region via the road network.

## 5.2 Agriculture

The Gippsland agriculture industry is the region's largest generator of freight, with an estimated freight task of 4.3 M tonnes per annum. Approximately 80% of this freight moves within the region from farm-gate to processing centres. Of the remaining 800,000 tonnes, some 84% is moved (primarily as processed product) to Melbourne for both domestic use and export, with small quantities moved to New South Wales, South Australia and other parts of regional Victoria.

### 5.2.1 Dairy

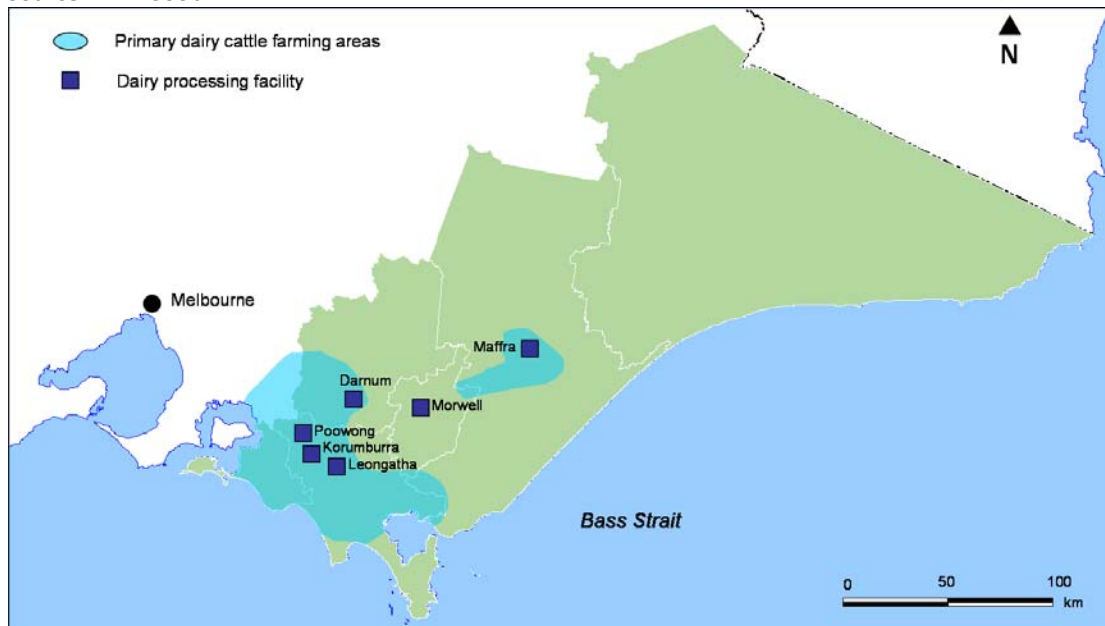
The Gippsland region produces 32% of Victoria's total dairy output, or 2.1 billion litres of raw milk, and accounts for about a third of Victoria's total dairy revenue. There is a large dairy-processing sector within the region producing fresh pasteurised milk, milk powder, butter, cheese and other products for domestic and significant export markets. Several speciality cheese businesses also exist in Gippsland producing a wide range of high quality cheeses and other value added dairy products. Milk is collected from farms and transported to production facilities at Darnum, Korumburra, Leongatha, Longwarry, Maffra, Morwell and Poowong (Figure 7). Increasingly, the dairy industry is shifting to the use of B-Double trucks for farm collection.

Product from dairy processing plants is transported by heavy vehicle either to other facilities outside the region (e.g. distribution centres in the Melbourne metropolitan area) or to the Port of Melbourne for export. Some 300,000 tonnes a year of dairy products are currently transported to Melbourne each year, including approximately 30,000 tonnes of exports. This entire freight task is transported by road. Stock feed is the main input to the dairy industry, and is actually a larger freight task than the outbound movement of dairy products. As the Gippsland region does not have its own significant grain industry, it is estimated that as much as one M tonnes of grain and stock feed flows into the region each year. Much of the grain is sourced from north west Victoria and processed in Melbourne for distribution into Gippsland by road. There has been local interest expressed in establishing a central distribution hub for feed grain, which would store product railed in from the State's production areas.

Gippsland's temperate climate and the reliability of its rainfall have provided some certainty to dairy farmers and processors alike about the future of the industry, and are encouraging further investment. For example, Burra Foods has completed a new skim milk powder plant in Korumburra, which doubled its output to approximately 40,000 tonnes per annum. All of this product is transported to Melbourne by road.

Figure 7: Gippsland dairy industry – key production and processing locations

Source: DPI 2006b



### 5.2.2 Livestock

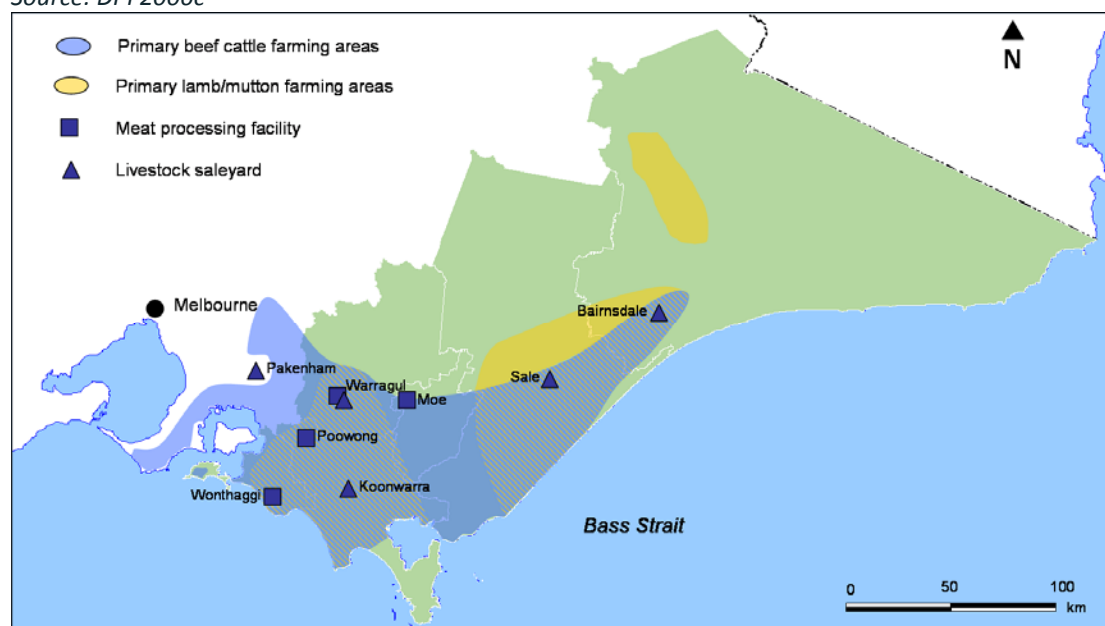
Gippsland has a significant grazing industry based predominantly on beef and prime lamb production. The cattle and sheep industries generate truck movements within the region from farm gate to saleyards at Bairnsdale, Koonwarra (Leongatha), Pakenham, Sale and Warragul (Figure 8). Livestock saleyards north of the Great Dividing Range (e.g. at Corryong) are also an important destination for graziers in East Gippsland. The Victorian Livestock Exchange (VLE) facility at Koonwarra is the largest undercover livestock sales complex in the Southern Hemisphere, and has a throughput of more than 350,000 head of cattle each year, with auctions held three days each week. The facility generates traffic volumes in the order of 500 vehicles per day – including on non-auction days where livestock transporters are bringing stock into market. In recent years, smaller saleyards have been progressively closed and consolidated into larger regional facilities. In the Gippsland region, saleyards have closed at Dandenong (1998), Yarram (2006), Korumburra (2007) and Traralgon (2008). Further rationalisation of sites is expected, with facilities such as VLE Pakenham under pressure due to urban expansion. If this site were to close, many of the sales would relocate to VLE Koonwarra, resulting in a predicted doubling of freight volumes.

A significant proportion of the high value grass-fed beef and lamb produced in Gippsland is transported from saleyards to export-focused meat processing plants at Moe, Poowong, Warragul and Wonthaggi. Facilities within the Melbourne metropolitan area at Cranbourne, Dandenong and Pakenham also serve the Gippsland market. The emerging organic industry is quickly developing in Gippsland, with Radfords of Warragul recognised as Victoria's only certified organic abattoir.

Gippsland is a major supplier of cattle for the live dairy export market. Approximately 30% (or more than 19,000 head of cattle) of the total live cattle exports are sourced from Gippsland. These cattle are transported from saleyards in Gippsland to Portland by road. The trade is expected to continue in the short to medium term with strong export demand from China. Gippsland is also a major source of sheep for live export. An estimated 300,000 sheep are moved by road annually from Gippsland to Portland. A further 150,000 sheep are moved through Gippsland from the Eden-Monaro area in New South Wales. This equates to some 1,125 semi trailer trips each way per annum. In addition to export supply, Victoria is also one of the major domestic sources of feeder steers for Queensland and New South Wales feed lots.

Figure 8: Gippsland livestock industry - key production and processing locations

Source: DPI 2006c



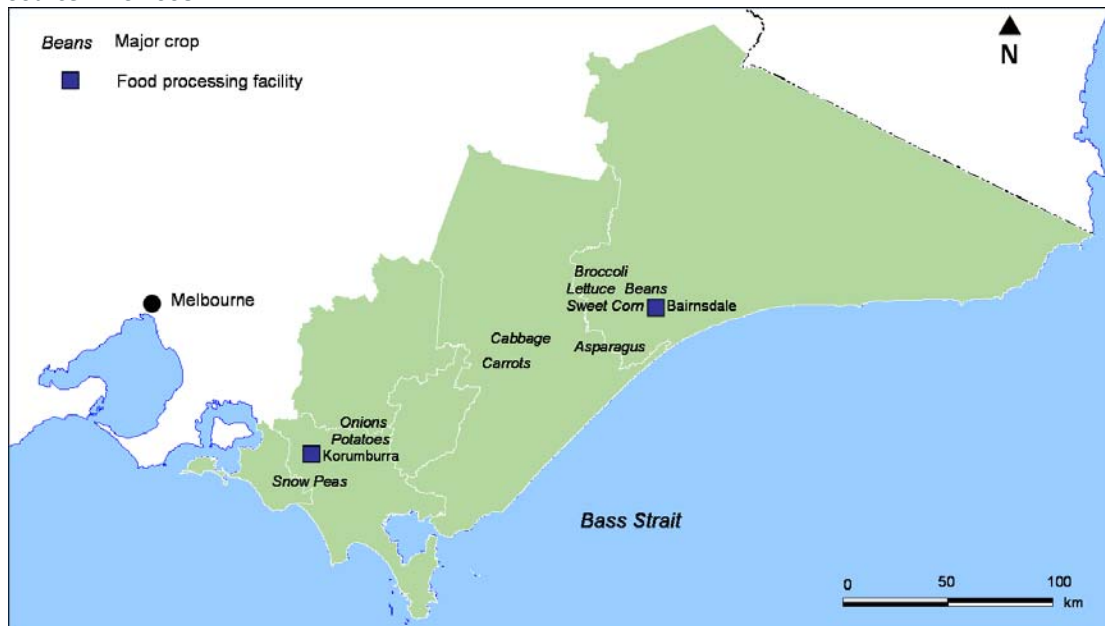
### 5.2.3 Horticulture

The horticultural industry in Gippsland produces more than 16% (by weight) of Victoria's total vegetables, including more than 85% of Victoria's beans, snow peas and sweet corn. Although some regional manufacturers (e.g. Vegco in Bairnsdale and Select Produce in Korumburra) are utilising value-adding techniques such as cleaning and packaging to meet 'consumer ready' markets, the majority of product is supplied fresh to both the Melbourne and interstate domestic markets. The product is time sensitive and extremely reliant on good linkages out of the region to ensure competitiveness. The estimated freight task to Melbourne is in excess of 100,000 tonnes a year, with the majority of this freight originating in one of three regions: the Maffra-Longford-Lindenow region of East Gippsland (asparagus, beans, broccoli, cabbages, carrots, lettuce, sweet corn); the Thorpdale region of West Gippsland (onions, potatoes); and the region south of Korumburra (snow peas) (Figure 9). Approximately two thirds of horticultural output from the Maffra-Lindenow region (approximately 36,000 tonnes) is sent to Sydney via the Princes and Monaro Highways.

As with other industries, climate change is expected to have a significant impact on future horticulture production. East Gippsland's milder winters (compared to other Victorian regions) have already encouraged the cultivation of crops that would be more difficult to grow elsewhere in the State. With rainfall in East Gippsland likely to be more reliable than many other parts of the State, new horticultural opportunities may arise. *The Gippsland Climate Change Adaption Project* is a joint venture between the Department of Primary Industries, Melbourne University and GLGN, which is researching long term weather projections in the region with a view to identifying alternate agricultural production in a climate-variable setting. This is particularly the case in the Macalister Irrigation District (near Maffra), where intensive dairy farming over many years has resulted in poor environmental and water quality on site, and significant offsite impacts including high nutrient loads. Some farmers have begun converting marginal dairy pastureland into cultivated land, for intensive horticulture production. These trends will lead to more concentrated traffic flows, particularly to the east where total traffic volumes are coming off a low base.

Figure 9: Gippsland horticulture industry - key production and processing locations

Source: ABS 2008



### 5.3 Fishing

The fishing industry is an important contributor to the Gippsland economy with key ports located at San Remo, Port Albert, Port Franklin, Port Welshpool, Lakes Entrance and Mallacoota. The main fishing in the region is based around Lakes Entrance, Victoria's largest fishing port. Approximately 60 vessels operate out of Lakes Entrance bringing in more than 10,000 tonnes of fresh fish, scallops and bait fish each year. While total volumes are small compared to other commodities, the importance of the fishing industry stems from the high value of its produce. The majority of the catch which is landed at Lakes Entrance is transported to Melbourne, with 50-60 per cent of the fresh fish sold at the Melbourne fish markets being caught by the Lakes Entrance fleet. A significant proportion of the catch (approximately 20% of the fresh fish catch) is transported to Sydney.

While smaller in catch volume than Lakes Entrance, the port facilities of Corner Inlet (Port Welshpool, Port Franklin and Port Albert) also play an important role in the freight task. Similar to the product unloaded at Lakes Entrance, fish is transported daily to the Melbourne market, including the higher quality inlet species like King George whiting that is required by the restaurant trade. Due to its proximity to the main domestic markets (travel time to Melbourne is almost two hours less than from Lakes Entrance); many operators unload their catch at Port Welshpool in preference to ports further east.

### 5.4 Forestry

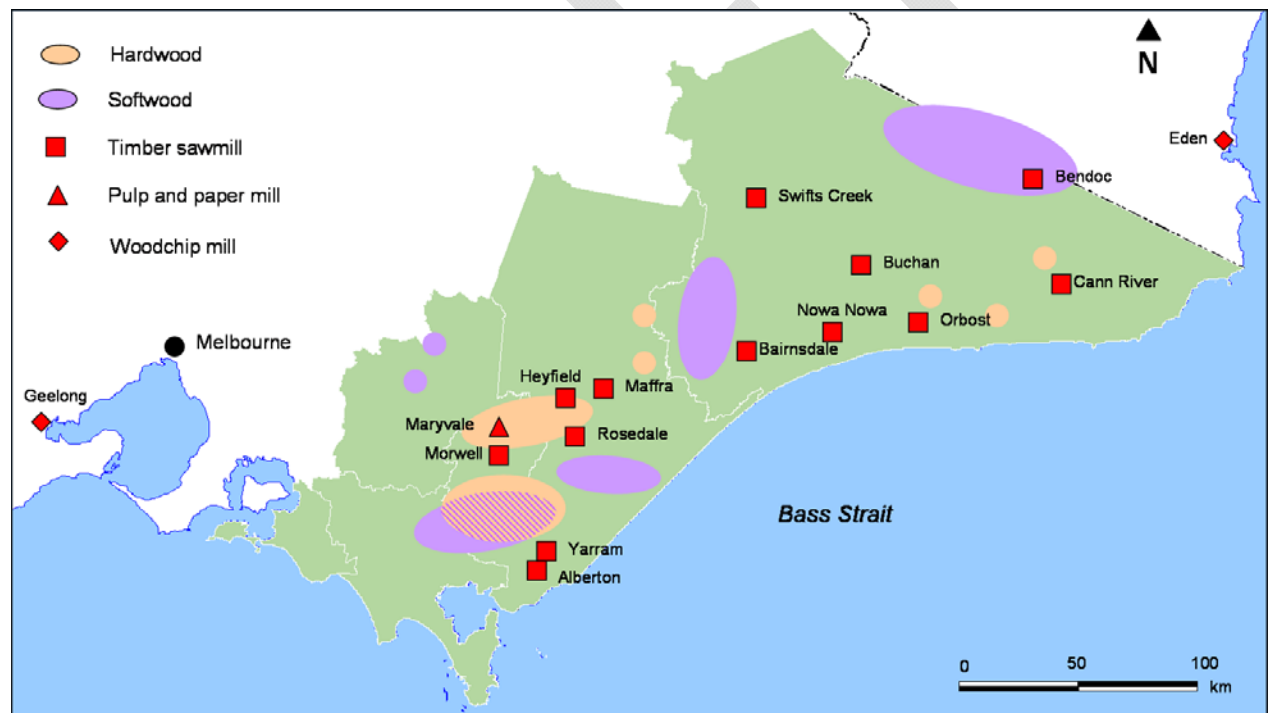
With native forests and both softwood and hardwood plantations spread throughout Gippsland, the forestry and forest products industry operates the region's most complex supply chain. Approximately 3.0 M m<sup>3</sup> of logs is harvested each year from plantations and native forests located within the Gippsland region. The biggest single consumer of the harvested product is the Australian Paper pulp and paper mill at Maryvale, which converts 1.4 M m<sup>3</sup> of log and sawmill chip into 1 M tonnes of pulp and paper products each year. The pulp and paper is transported by both rail and road from a dedicated intermodal facility at Maryvale to Melbourne for distribution to the domestic (60%) and export (40%) markets. A further 0.6 M m<sup>3</sup> of native logs are transported to woodchip mills at Eden and Geelong for chipping and export. Approximately 65% of this freight task heads east to New South Wales.

The remaining (1.0 M m<sup>3</sup>) is largely processed at local mills for sawn timber, woodchips and value added timber products. Approximately 200,000 tonnes of sawn timber and value added timber products are produced in Gippsland each year; these products are transported from various mills around the region to Melbourne for domestic consumption. These product flows are illustrated in Figure 10.

With plantations and native forests dispersed across the entire Gippsland region (Figure 12), the forestry industry places a significant level of demand on many parts of the local and arterial road network. The peak area of demand is east of Morwell where the roads connecting the major mills join the corridor. Over the next decade, the timber sector will continue to be a major user of the Gippsland road network and while inter-regional road links from coupe or forest to production centres and intermodal transition points have been greatly improved in recent years, demand for continued road improvements remains strong. Rail also plays an important role in the forestry industry supply chain (for pulp and paper to Melbourne and previously for logs to Geelong).

Ensuring that this freight task can continue to be serviced by rail will be critical to the ongoing sustainability of this sector.

Figure 10: Distribution of Timber Resources and Centres of Activity  
 Source: Australian Government 2007





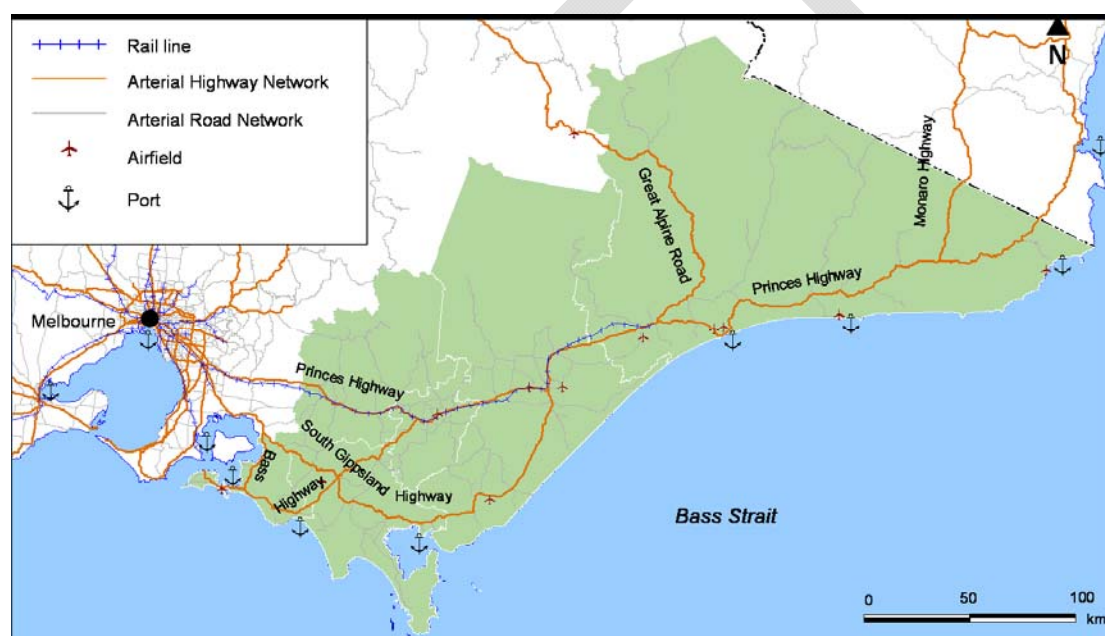
# 6. Transport Infrastructure

## 6.1 Principal Freight Network

The Principal Freight Network is that part of the larger transport network over which the movement of heavy freight will be supported and increasingly consolidated. The Principal Freight Network is a network of freeways, railways and key arterial roads connecting commercial ports, airports, industrial areas and intermodal terminals. Through its road space allocation and traffic signal control systems, VicRoads will encourage use of roads on the Principal Freight Network for freight movements. The Department of Transport is developing a similar plan to encourage the use of the Principal Freight (Rail) Network. Support for freight movements will be balanced with the demands of other users, particularly during peak periods.

Figure 11 shows the key road, rail and port links within the Gippsland region.

Figure 13: Gippsland Freight Transport Network



### Victorian Road Classifications

- 'M' roads provide a consistent high standard of driving conditions with divided carriageways and four traffic lanes and sealed shoulder
- 'A' roads provide similar consistency with two lane two way traffic and sealed shoulders
- 'B' roads have sealed pavements wide enough for two lanes, good centreline and shoulders
- 'C' roads generally have sealed pavements wide enough for two lanes . Standards are determined by terrain, traffic and crash history.

### 6.1.1 Principal Freight Network – Regional

The regional component of the Principal Freight Network is shown in Figure 12.

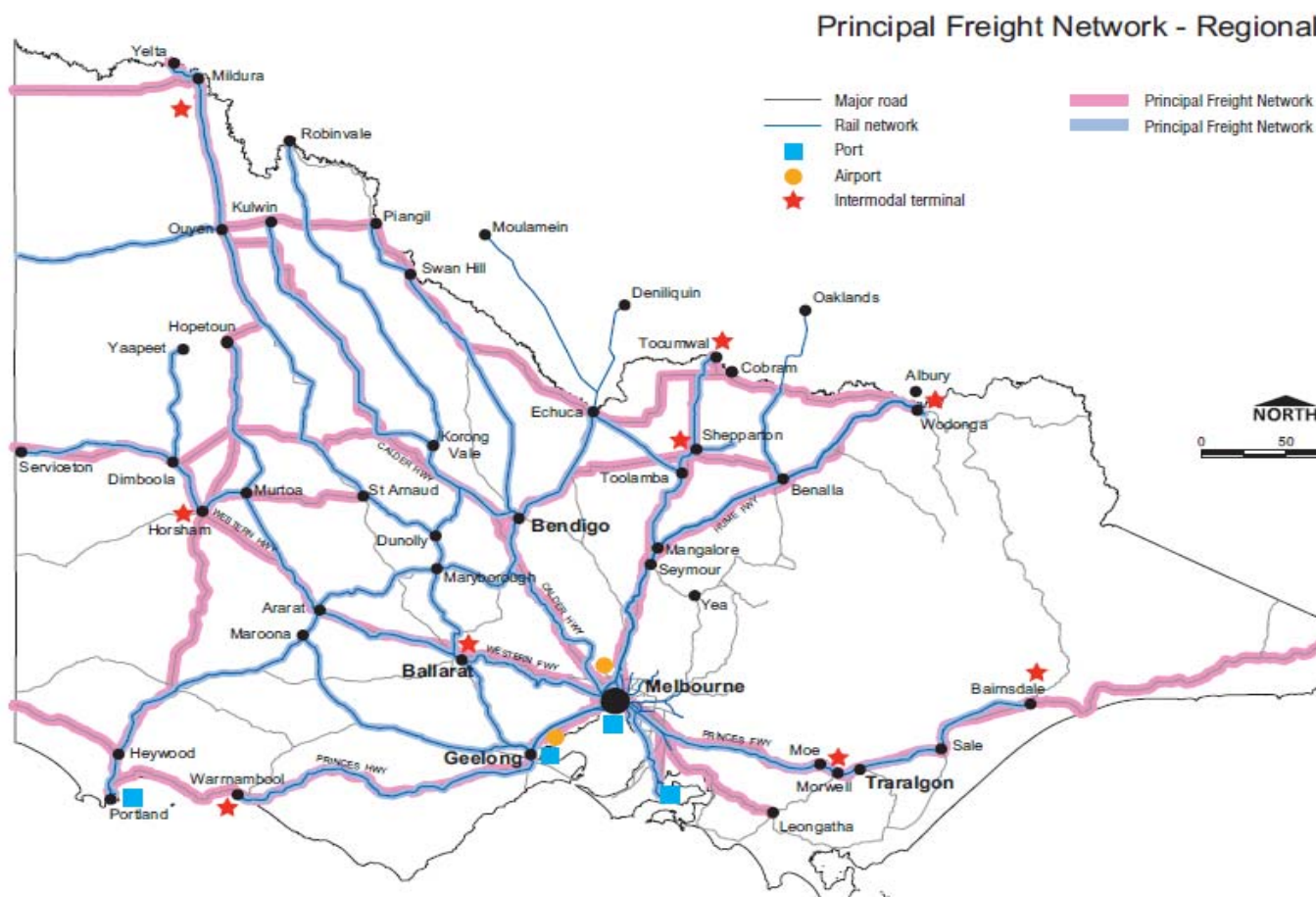
Within Gippsland, the Principal Freight Network has four major elements:

- Princes Freeway/Highway (Melbourne to NSW border);
- South Gippsland Freeway/Highway (Melbourne to Leongatha);
- Melbourne to Bairnsdale rail line;
- Intermodal terminals at Morwell and Bairnsdale

These links carry large volumes of freight traffic and provide vital connections to the rest of the Principal Freight Network, including Victoria’s commercial trading ports.

Figure 12: Principal Freight Network - Regional

Source: Victorian Government 2008

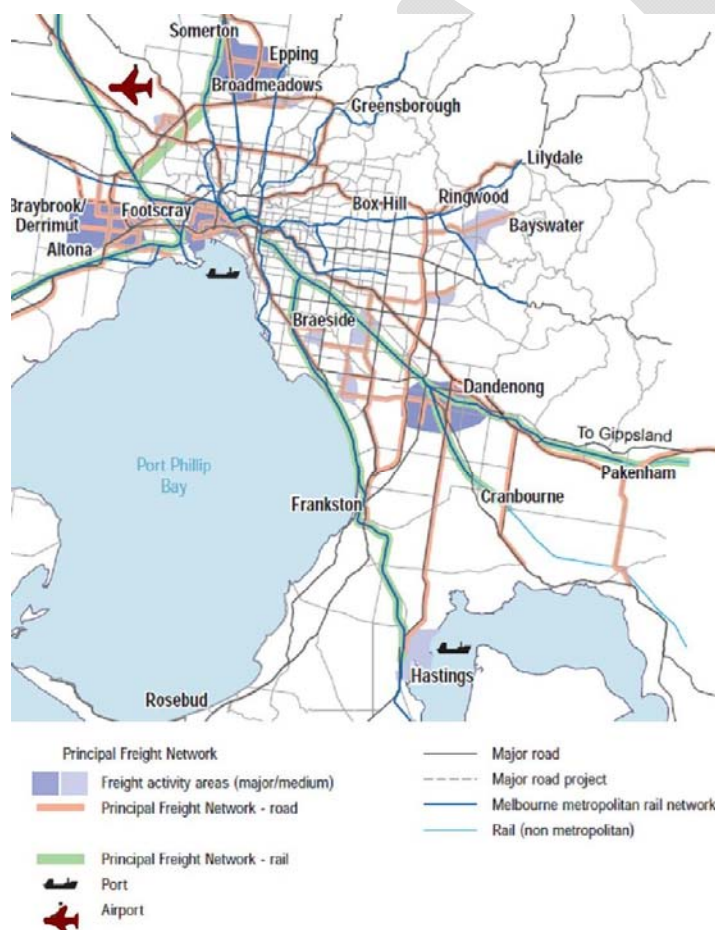


### 6.1.2 Principal Freight Network – Metropolitan

The metropolitan component of the Principal Freight Network is shown Figure 13. Although none of the areas shown in this map are located within Gippsland, road and rail freight movements originating in Gippsland are heavily influenced by the metropolitan network. The lack of connectivity between the Metropolitan Ring Road and EastLink is of particular concern to freight operators in the Gippsland region as key freight destinations, such as the Port of Melbourne, Tullamarine Airport, and industrial precincts in Melbourne’s western and northern suburbs are only accessible through congested inner city and suburban areas. Similarly, both the Port of Geelong and the National Land Transport Network (which provides the key freight network linking Melbourne with the other state capitals), are only connected to Gippsland through CityLink and the Westgate Bridge.

Having a single point of access into Melbourne is likely to become even more critical in the coming years. The growing population of Melbourne’s south eastern suburbs will stretch the capacity of the existing road and rail network, and increase travel time for freight movements originating from Gippsland. Continuing to develop connection options, such as the East West and North East Links will be essential if the Gippsland corridor is to form an integral part of a national transport network.

Figure 13: Principal Freight Network – Metropolitan  
Source: Victorian Government 2008



## 6.2 Road Network

The road network in Gippsland is heavily constrained by the region's two main geographic features: the Great Dividing Range in the north, and the Strzelecki Ranges in the south. The Princes Freeway/Highway (M1/A1) bisects the two ranges and provides the most direct connection between Melbourne and East Gippsland. The South Gippsland Highway (M420/A440) runs between Dandenong and Sale, to the south of the Strzelecki Ranges, and is the main transport corridor servicing the South Gippsland region. These two highways carry the majority of freight movements in Gippsland, particular for inter-regional freight movements. The Bass Highway (A420 to Phillip Island) is also a critical part of the Gippsland arterial road network, although it primarily caters for the tourist traffic between Melbourne and Phillip Island.

### **ACTION**

2. Continue to develop transport options for improving road and rail connections from the Gippsland corridor to other parts of the National Network.

#### 6.2.1 Princes Freeway/Highway (M1/A1)

The Princes Highway is the main transport 'spine' of Gippsland, supporting key regional industries and the major regional centre of Latrobe Valley as well as Warragul, Sale and Bairnsdale. Efficient freight connections along the corridor are essential for the movement of building materials, fresh and processed food, and paper to Melbourne, and the movement into Gippsland of manufactured consumer goods, stock feed, and capital equipment and spare parts for the energy industry.

The Princes Highway provides access to the Port of Eden in New South Wales, which is of particular importance to the East Gippsland forestry, horticulture and seafood industries. The corridor also carries large volumes of intra-regional freight. The overall size of the freight task is estimated at more than six million tonnes a year, with an estimated export-related task of 600,000 tonnes per annum.

Average traffic volumes on the Princes Highway, between Pakenham and Traralgon vary between 15,000 and 25,000 vehicles per day (vpd), with traffic volumes between Traralgon and Bairnsdale varying between 5,000 and 10,000 vpd; traffic volumes drop significantly east of Lakes Entrance. Heavy vehicles make up approximately 18% of vehicles west of Bairnsdale. Due to low traffic volumes, commercial vehicles comprise one-third of all traffic on the Princes Highway between Cann River and the New South Wales border. Traffic volumes are growing at 2%-3% per annum; these growth rates could increase significantly if some of the brown coal derivative projects were developed to a large scale prior to an appropriate rail solution being delivered.

The *Route 1, Route 620 Corridor Strategy: Princes Highway East Dandenong to NSW Border*, (1997) provides a plan for progressively developing the Princes Freeway/Highway. The key initiatives of the strategy are to develop a divided carriageway (Class 'M' road) between Melbourne and Sale, and to upgrade the highway between Sale and the NSW border to an 'A' class road.

The upgrade to 'M' standard between Melbourne and Traralgon is largely complete, with duplication of the highway now being extended through to Sale. Over recent budgets, the Victorian and Australian Governments have committed \$175 M towards this project. Construction has already been completed on the first stage of works, from Traralgon-Maffra Road to Stammers Road in Traralgon East and Sale to Wurruk in the eastern part of the project..

The section of the existing M1 route between Nar Nar Goon and Longwarry, is not access controlled with this section of highway experiencing higher than average crash rates. With traffic volumes on the Princes Highway increasing due to population growth and intensification of primary industry, the remaining uncontrolled access points may pose an unacceptable safety risk. The separation of at-grade intersections at Sand Road, Bunyip-Tonimbuck Road, Garfield Road and Tynong Road and other

access control treatments would ensure no direct access to the highway from properties or north-south roads providing freeway conditions for freight. .

Land has been reserved for a future Traralgon bypass, with the Amendment C42 to the Latrobe Planning Scheme approved in June 2009.

Many sections of the Princes Highway east of Sale do not currently meet Class 'A' standards (particularly between Orbost and the New South Wales border). While traffic volumes along this section of highway are lower than that further west, these volumes are growing steadily, in response to a buoyant horticulture and forestry industry. In the short term, providing town bypasses or alternative heavy vehicle routes may be appropriate to deal with capacity, safety and amenity concerns in the key centres of Sale and Bairnsdale. In the longer term, shoulder sealing and overtaking lanes may be required along selected sections of the route to upgrade the road to 'A' class standard. This section of road is also characterized by extensive sections of overhanging vegetation which have created public safety issues in recent years and caused traffic closures. It also requires ongoing attention to alignment improvements and setbacks to potentially hazardous overhanging trees.

Key actions on the Princes Highway corridor are:

- Access control improvements between Nar Nar Goon and Longwarry including Sand Road Interchange
- Completion of the Traralgon – Sale duplication
- Commence business case for Traralgon bypass
- Identify preferred alignments for Sale and Bairnsdale truck alternate routes
- Safety and truck rest area improvements east of Bairnsdale

The critical role that the Princes Highway plays in contributing to the national economy is recognised through its inclusion on the Commonwealth Government's National Network. The *Melbourne-Sale Corridor Strategy* is a reflection of the shared strategic priorities of the Commonwealth and Victorian Governments for the long term development (20-25 year) of this important corridor. However, the entire Princes Highway corridor plays an important role in the national economy, with significant volumes of dairy, horticultural, seafood and forestry products being transported from East Gippsland into New South Wales and the Australian Capital Territory. Given its critical importance in linking to export markets in both Victoria and New South Wales, GLGN believes that, subject to agreement from the Victorian, New South Wales and Australian Governments, the National Network (Princes Highway corridor) should be extended from Sale to the Port of Eden.

#### **ACTIONS**

*3. Progressively enhance the capacity and alignment of the Princes Highway to 'M' class standard (between Melbourne and Sale).*

*Progressively enhance the capacity and alignment of the Princes Highway to 'A' class standard between Sale and the NSW border).*

*Commence planning work on town alternate truck routes for key towns on the Princes Highway.*

### **6.2.2 South Gippsland Highway (A440)**

The South Gippsland Highway, between Dandenong and Sale, is a major strategic link in Victoria's rural arterial road network. The highway provides access to the dairy processing facilities at Poowong, Korumburra and Leongatha; the abattoir at Poowong; the livestock saleyards at Koonwarra; the snow pea packaging plant at Korumburra; port facilities at Barry Beach and Port Welshpool for the oil, gas and fishing industries; and the major gas processing and crude oil stabilisation plants at Longford and Lang Lang. Traffic volumes on the South Gippsland Highway are between 1,000 and 8,000 vpd, with the highest volumes occurring in Leongatha. Commercial vehicles make up approximately 17% of the traffic in the rural areas.

The *South Gippsland Highway Corridor Strategy* (1999) sets the framework for how the South Gippsland Highway is to be progressively developed. The key initiatives of the strategy are to provide an improved 'M' class road to bypass Cranbourne, and to upgrade the highway between Lang Lang and Sale to an 'A' class road. The Principal Freight Network proposes two connections between the Princes Freeway and the South Gippsland Highway to effectively bypass Cranbourne: Berwick - Cranbourne Road and Healesville – Koo Wee Rup Road. The opening of the Pakenham Bypass has seen a significant increase in traffic volumes using the Healesville – Koo Wee Rup Road to bypass Cranbourne and Tooradin. VicRoads are currently undertaking planning studies to allow for the future upgrade of this road to 'M' class standard.

Since the release of the *South Gippsland Highway Corridor Strategy*, many upgrades on the South Gippsland Highway have been completed, including the Sale Swing Bridge realignment (2002), Loch Bypass (2003) and the Loch to Bena realignment (2007). Funding has been allocated from the Victorian State Budget towards Stage 3 of the Longford to Sale upgrade (Cox's Bridge). However, many unimproved highway sections remain. These lengths of road typically have unsealed shoulders a poor alignment.

The entrance to the Koonwarra saleyards is located at the top of the Black Spur, near a curve in the road. Livestock transport operators have expressed concern that the deceleration lane for B-Double trucks coming up the hill and wanting to turn left into the facility is too short and requires trucks to cross into the opposing traffic stream. The Bena-Leongatha section of the highway has also been identified as a high crash area, particularly for crashes involving heavy vehicles.

Key actions on the South Gippsland Highway corridor are:

- Continuation of planning work for the upgrade of Healesville-Koo Wee Rup Road;
- Road realignment or widening from Bena to Leongatha;
- Detailed planning for Leongatha truck alternate route;
- Intersection improvements at entrance to Koonwarra Saleyards; and
- Road realignment or widening through the 'Black Spur' (Koonwarra).

#### **ACTIONS**

*4. Complete planning work on an alternate truck route for Leongatha on the South Gippsland Highway.*

*Progressively enhance the capacity and alignment of the South Gippsland Highway in line with the South Gippsland Highway Corridor Strategy.*

### **6.2.3 Bass Highway**

The Bass Highway is a strategic link in Victoria's road network. It provides access between Melbourne and the State's premier natural tourism destination the Penguin Parade at Phillip Island, and to Wilson's Promontory and the Bass Coast Region. The highway carries high volumes of freight transport, business travel, tourism travel and private commuters. Important industries served by the highway include tourism and agriculture, dominated by dairy, beef production and horticulture. The highway has also become important to Melbourne's construction industry with sand transported from deposits at Lang Lang and Grantville.

Since the release of the Bass Highway and Phillip Island Corridor Strategy the highway has been progressively duplicated between Lang Lang and Phillip Island Road at Anderson. Beyond Anderson to Wonthaggi, Inverloch and Leongatha the road typically has sections with unsealed shoulders and limited overtaking opportunities.

The township of Wonthaggi is experiencing high levels of population growth with this expected to continue with proximity to Phillip Island and the South East of Melbourne. Bass Coast Shire Council has identified the need for an alternate route to take heavy vehicles out of the centre of town. Council has undertaken preliminary planning based on an identified alignment.

Key actions in the Bass Highway corridor are:

- Overtaking lanes between Anderson and Inverloch
- Widen narrow pavement between Inverloch and Leongatha
- Progress planning for alternate truck route for Wonthaggi

**ACTIONS**

*5. Progressively enhance the capacity and alignment of the Bass Highway in line with the Bass Highway and Phillip Island Road Corridor Strategy.*

DRAFT

#### 6.2.4 'B' and 'C' class roads

The 'B' and 'C' Class arterial road network provide the key linkages to the major highway network. While traffic volumes on these routes are relatively low compared to the Princes and South Gippsland Highways, commercial vehicles comprise 15% - 20% of these volumes, transporting milk, cattle, logs and fresh produce to processing centres in major towns.

Within Gippsland, the 'B' class arterial road network provides the main connections across the Great Dividing and Strzelecki Ranges. Key connections across the Great Dividing Range are provided by the Great Alpine Road (B500) between Bairnsdale and Wangaratta and the Monaro Highway (B23) between Cann River and Canberra. The Monaro Highway provides the shortest route from central and east Gippsland to Canberra and Sydney. The Bass Highway (B460 between Anderson and Leongatha) and Strzelecki Highway (B460) between Leongatha and Morwell (across the Strzelecki Ranges) provide critical links to dairy processing centres at Korumburra and Leongatha, and the livestock saleyards at Koonwarra. There are a large number of 'C' class arterial roads in Gippsland, which also provide an important freight function.

For Victoria's 'B' Class arterial road network, there is a long term objective of providing sealed pavements wide enough for two traffic lanes, with good centreline and edge line-marking, 2.0m wide shoulders and a high standard of guidepost delineation. Additional overtaking lanes will be provided on higher volume 'B' roads to improve road safety and capacity. The undulating and, at times, mountainous topography of Gippsland has meant that much of the 'B' class arterial road network is characterised by road alignments that have steep gradients and sharp curves, which generally do not meet the desired standards. Recent investment on these routes has focused on wire rope barriers and guard rails to reduce the risk and severity of run off road crashes. 'C' roads are generally designed to be two lane sealed roads with shoulders. Standards are determined on the basis of cost-effectiveness, depending on traffic and terrain, accident records, load restrictions and frequent flooding. Great Alpine Road – capacity enhancements The Great Alpine Road is Australia's highest all weather road. Significant sections of the road have steep gradients and sharp curves. Freight volumes on the road are relatively small at present, and consist largely of log trucks and a small number of cattle trucks.

If mining operations in Benambra commence, it is estimated that 15,000 semi-trailers or the equivalent of 10,000 B-Double trips per annum will be added to existing traffic volumes between Omeo and Bairnsdale.

##### *Monaro Highway*

The Monaro Highway provides a critical link for the estimated 200,000 tonnes of freight which moves from Gippsland to the Canberra and Sydney markets. Total traffic volumes on the road are relatively small at present (less than 400 vpd), but commercial vehicles represent about 30% of total volumes. The section of the highway between Noorinbee North and the NSW border (a distance of approximately 20 km) is characterised by sharp curves and long inclines.

##### *Strzelecki Highway*

Links between the Princes Highway, South Gippsland Highway and Bass Highway in West Gippsland are particularly important due to increasing traffic volumes, and the increased use of B-Doubles to transport milk from farm-gate to processing plants. However, the steep terrain means that B-Double access between these major corridors is limited to the Strzelecki Highway (B460) and the Mirboo North-Trafalgar Road (C463). While sections of the Drouin-Korumburra Road, Korumburra-Warragul Road, and Korumburra-Wonthaggi Road could be upgraded to provide B-Double access, improving road safety and capacity on the Strzelecki Highway with overtaking lanes will provide a larger benefit, and consequently is of a higher priority.

#### **ACTION**

6. Upgrade selected Victorian arterial roads that support the movement of freight across the Strzelecki and Great Dividing Ranges.



### 6.2.5 Local roads

Many local roads also play a key role in transporting building materials, milk, cattle, fresh produce and logs from quarries, farm gate and timber coupes to the arterial road network. A number of these roads, while appropriate for past primary production, may not be suitable for a more intensive freight transport task. Examples are Baw Baw and East Gippsland Shires, where future mining and quarrying activities could greatly increase future traffic volumes. Specific concerns relate to the width of pavement, strength of pavement and the ability of structures to carry loads.

A particular problem in Gippsland is the condition of the existing local road and bridge network, and its ability to support the use of B-Doubles. Additionally, many local roads intersect at acute angles and are difficult to address due to significant level differences. This road geometry can result in unsafe driving practices, such as turning into a side road (or farm gate) from the wrong side of the road. The region's mountainous terrain, and relatively high rainfall, means that VicRoads and Councils need to maintain a significant number of bridges. Many of these are timber bridges, which do not have the strength to handle current heavy vehicle loads. For example, the Shire of East Gippsland alone maintains 118 timber bridges, of which 54 have weight limits on them and a further 20 or more that are close to having limits imposed.

#### **ACTIONS**

*7. Improve key local roads to meet the needs of the mining, agriculture and forestry industries*

### 6.2.6 Productivity

Arterial roads and many local roads play a vital role in the region's freight task. The level of road and roadside maintenance provided by governments and councils has an impact on road condition and road freight productivity. In the Gippsland region many industries like timber and agriculture rely heavily on accessing roads often in hilly terrains with poor alignment and pavement deficiencies.

Poor road condition increases costs for freight operators and the community:

- vehicle operating costs including tyres and vehicle maintenance are higher,
- taking alternate routes increase vehicle, fuel and driver charges
- the inability to use higher mass vehicles on poorly maintained roads
- crashes involving heavy vehicles

Poor roadside conditions can impact of freight productivity:

- damage from overhanging branches
- road closures from fallen trees in flood and fire events

Increased transport costs flow on to increase the market price of local Gippsland production affecting, local, interstate and international market competitiveness and consequent employment. Industry efficiency and competitiveness in Gippsland must be supported by appropriate road performance standards.

#### **ACTIONS**

*8. Improve industry productivity in Gippsland by maintaining road conditions to appropriate performance standards.*

## 6.3 Rail Network

### 6.3.1 Gippsland rail line

The Gippsland rail line, between Melbourne and Bairnsdale, provides rail connection to and from Gippsland for freight (and passenger) services. The broad gauge line is double track between Caulfield and Moe (a distance of approximately 120km), except for a small section of single track where the line crosses the Bunyip River. Beyond Moe, the line is single track with four passing loops (at Hernes Oak, Morwell, Traralgon and Sale). A private siding east of Morwell Railway Station runs to the Australian Paper intermodal facility at Maryvale. In addition, there is a disused but reuseable branch line from Morwell to the nearby EnergyBrix briquette factory, adjacent to the Morwell Open Cut mine. At the Melbourne end, recent improvements to the rail network provide direct rail access into the Port of Melbourne and there is also connectivity to Geelong..

Like the Princes Highway, the Gippsland rail line provides a high-quality, potentially high-capacity, integrated transport link connecting Gippsland to Melbourne and beyond. The rail infrastructure has been substantially upgraded in recent years, including signalling, rerailing and installation of concrete sleepers between Pakenham and Traralgon. These works have facilitated an expansion of passenger services on the corridor.

There are currently 18 return passenger rail services between Melbourne and Traralgon each weekday, and three return services to Bairnsdale, providing a public transport alternative for passengers travelling along the corridor. In 2011/12, 2.04 million passenger trips were made on the Gippsland line, representing an increase of over 300 per cent of 2000-01 patronage levels (Figure 16). Australian Paper currently moves 225,000 tonnes per annum of product by rail from its siding to Melbourne for domestic and export purposes. This is the biggest non grain freight commodity volume on the Victorian intrastate rail system.

The recently completed *Latrobe Valley and East Gippsland Rail Freight and Supply Chain Task Assessment* identified significant opportunities for bulk commodities from the region over the medium to longer-term, particularly coal derivatives and minerals.

Even if the cost of a freight rail service is competitive, services face an increasing challenge in accessing a train path through the Melbourne metropolitan area. Section 38H of the *Rail Corporations Act 1996* (Vic) establishes the principle of passenger priority, whereby train paths for passenger trains are given priority over freight trains. As population in Melbourne's outer south east and hinterland areas of West Gippsland grows, passenger rail services in both peak and off-peak times are likely to expand, which requires astute management of train paths to operate additional rail freight train services.

An increase in rail capacity along the Dandenong Rail Corridor will provide for more high-capacity and frequent train services, including regional passenger and freight services to and from Gippsland. Increased capacity can be achieved with priority grade separations, signalling upgrades and platform lengthening to allow the running of high-capacity trains. The potential growth in agriculture and earth resources export from Gippsland will require additional freight capacity. The ability to increase rail freight capacity along this corridor will also improve the efficiency of and impact on the road network.

The single line section of track east of Moe generally limits freight train lengths to 700m, so they can use the Hernes Oak loop. While this infrastructure has previously handled more freight trains, this was at a time when there were fewer passenger services, and hence more available train paths. If the logistical challenges can be met, many industry participants have expressed a desire to increase the use of rail where it is economically viable. Initial increases in freight volumes are likely to come from the re-establishment of an intermodal facility at the Gippsland Logistics Precinct and from mining activity in East Gippsland.

Analysis by the Latrobe City Council has suggested that up to 20,000 tonnes and 20,950 TEU (twenty-foot equivalent units) of freight could be moved through this terminal in the first two years of operation, increasing to 270,000 tonnes and 44,950 TEU within five years. To enable this freight task to be met, a review of train operating schedules may be required to facilitate additional train paths and/or longer trains. Duplication of the line between Morwell and the Morwell East siding may also be warranted should volumes increase significantly. Increased rail capacity along the Dandenong Rail Corridor will also provide for more high-capacity and frequent freight trains to and from Gippsland.

In the short to medium term, duplication of the rail line between Bunyip-Longwarry may be required to accommodate the freight demands of a future bulk export industry as well as the increased number of passenger trains. Standardisation of the Gippsland rail line is not being considered by Government at this time, but should be reviewed at some future point in the context of evolving gauge transformation elsewhere in the State's intrastate network.

Rail connectivity to the Port of Hastings will enhance Gippsland's access to export markets particularly with the diversified coal derivative export task likely to evolve in the future. Planning for the Port of Hastings development should include an investigation of options for rail connectivity.

The reduction in the State's rail freight task over the last decade has occurred largely as a consequence of:

- Lack of competition with broad gauge freight providers,
- Ageing locomotives and rollingstock
- Improved efficiencies in the road freight sector, through road infrastructure improvements and higher productivity vehicles.,
- A shift by operators to larger vehicles for long distance freight tasks and highly integrated logistics practices. (in the case of the dairy and horticultural sectors, the logistics supply chains are totally road-focused).

The closure of the Gippsland Intermodal Freight Terminal (GIFT) in 2002 also impacted on rail freight volumes out of Gippsland. While rising fuel costs and increasing congestion on Melbourne's road network, particularly around the port precinct, may reverse some of this long term decline, there are institutional and infrastructure challenges standing in the way of creating a more efficient rail freight sector.

There are currently only three operators that offer a rail freight service on the Victorian broad gauge network. New entrants to the market are restricted by the complex access regime (e.g. a train from Bairnsdale to Geelong must seek access from both the metropolitan and regional rail access provider), the complex rail safety accreditation process and high start-up costs associated with the lease or purchase of rolling stock. These institutional barriers distort the market and force higher costs on to customers. However, where rail rates and services levels are competitive with road, rail has shown that it can provide an efficient freight transport alternative. Following the buyout of the rail infrastructure lease, the Gippsland line is now controlled by the Victorian Government through VicTrack.

Although the Gippsland rail line is not currently part of the declared National Network, the line provides a potentially critical link to export ports for the region's forestry industry (logs and paper) and therefore contributes significantly to enhanced economic, social and environmental outcomes on the Princes Highway between Melbourne and Sale (which is part of the National Network). While volumes are relatively small (approximately 225,000 tonnes per annum or 7% of the regional rail freight task), if the same volume of freight were carried by road, about 11,000 B-Double trips would have been required. Avoiding these truck trips has improved social and environmental outcomes for the community by decreasing emissions, reducing congestion on the Monash Freeway, and improving road safety outcomes along the corridor, particularly through towns that have not been bypassed by the Princes Freeway.

The community and national benefits provided by the rail line are likely to increase substantially in coming years with national and international markets opening up for minerals, quarry products (e.g. stone), and coal derivatives, as well as increased output from the timber and paper industries.

With a number of potentially rail-contestable freight opportunities becoming apparent in East Gippsland, a number of further infrastructure improvements are needed, including a new intermodal facility west of Bairnsdale and replacement of the deteriorated Avon River bridge at Stratford. The Gippsland rail line's broad gauge should not be seen as a barrier to the line's inclusion on the National Network, as it serves a similar function to the broad gauge rail line on the Melbourne-Mildura corridor (which transports around 650,000 tonnes of grain and containerised freight each year). While the Gippsland line carries slightly less freight than the Mildura line at present, it has the potential to be the most heavily trafficked line in Victoria should the coal developments proceed.

#### **ACTIONS**

*Improve the capacity of the Bairnsdale-Melbourne rail line to capture opportunities to grow freight on rail, particularly via new emerging bulk freight tasks to support the minerals sector.*

*Advocate for an increase in rail capacity along the Dandenong Rail Corridor to improve freight services to and from Gippsland*

*Duplicate remaining single track sections of the rail line between Pakenham and Moe.*

*Given its critical importance in linking to export markets include the Melbourne-Bairnsdale rail line on the National Network.*

#### **6.3.2 South Gippsland rail line**

The South Gippsland rail line, between Dandenong, Leongatha and Yarram, was closed in stages with passenger services ending in 1993 and freight services terminating in 1998. The section between Dandenong and Cranbourne was electrified and connected to the metropolitan network in 1995. South Gippsland Railway operates a tourist train service on the line between Nyora and Leongatha. Parts of the line between Cranbourne and Koo-Wee-Rup have been dismantled and converted to a walking path, but the reservation through to Leongatha and Yarram remains in State Government ownership should it ever be required for transport purposes in the future.

The short branch line from Toora to the Exxon-Mobil wharf at Barry Beach has also been dismantled but remains zoned for transport purposes. This line was used for the transport of bulk oil and pipes for the offshore oil and gas sector until 1992.

#### **ACTION**

*10. Maintain State ownership of the South Gippsland rail corridor.*

#### **6.3.3 Intermodal Terminals**

Rail-road intermodal terminals are purpose built freight handling facilities that allow consolidation of small volume and dispersed road freight into higher volume, longer distance rail freight tasks. Until recently, intermodal traffic operated through sidings at both Morwell and Bairnsdale. The Morwell EnergyBrix siding loaded brown coal briquettes to a number of interstate and intrastate locations until 2002.

Container freight was handled at the Gippsland Intermodal Freight Terminal (GIFT) until its closure in 2002. Until 2005, the Morwell East siding loaded logs for transport to Geelong. Intermodal terminals at Morwell, Bairnsdale and other potential sites along the rail corridor (e.g. West Sale) are likely to become increasingly important in the coming years, given the anticipated increase in bulk commodity exports originating from Gippsland.

The proposed Gippsland Logistics Precinct incorporates the GIFT and 64 hectares of adjacent land owned by Latrobe City Council. Council is currently seeking expressions of interest for the development and operation of the site, with the aim of creating an open access freight rail hub to service the central Gippsland region.

**ACTIONS**

*11. Work with the Commonwealth and State Governments and industry to promote the development of rail-road intermodal facilities at Morwell, West Sale and Bairnsdale where there is a valid business case.*

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## 6.4 Ports

### 6.4.1 Commercial sea ports

All four of Victoria's commercial trading ports, as well as the New South Wales port of Eden are used for the export of goods originating in the Gippsland region.

#### *Port of Melbourne*

The Port of Melbourne is Australia's largest container and general cargo port, handling around 38 per cent of the nation's container trade. Container exports originating in the Gippsland region were estimated at 10,000 TEU in 2007, and are predicted to grow to 32,000 TEU by 2035. These figures do not include the estimated 30,000 TEU per annum that originate from Australian Paper's Maryvale facility, of which approximately 40% are exported. Nor do the figures include products which originate in Gippsland, but are transported to Melbourne for containerisation (such as occurs at Murray Goulburn's Laverton warehouse).

#### *Port of Hastings*

The Port of Hastings is a major bulk liquids port which has been designated by the State Government as a future secondary container facility for Victoria due to the Port of Melbourne approaching capacity limits. Given its proximity to Melbourne, the Port of Hastings will become increasingly important for commercial shipping over the next two to three decades. However, consideration should also be given to its potential to handle bulk trades from the Gippsland region.

The Port of Hastings Land Use and Transport Strategy (PLUTS) provides a vision for the long-term development of the Port of Hastings. The PLUTS proposes that the Long Island Point precinct be progressively developed in three stages over the next 30 years (Figure 18). The staging and timing of this expansion will be influenced and triggered by trade growth and the development of other Victorian ports. Stage 1 of the development would provide facilities for non-containerised bulk and breakbulk trades that may need to be relocated from the Port of Melbourne, and emerging bulk trades from Gippsland (e.g. coal derivatives). Preliminary development work undertaken for Stage 1 suggests an initial port expansion could handle up to 8 M tonnes per annum of dry bulk and break bulk product. With more significant investment in port infrastructure, the Port of Hastings could handle up to 25 M tonnes per annum of dry bulk and break bulk product.

If export volumes through the Port of Hastings are significant, the construction of a new rail connection to the port may be required. PLUTS identified two preferred options for a potential rail connection to Hastings: the Port Phillip corridor (i.e. via EastLink and the existing Stony Point Line) or the Western Port corridor (i.e. parallel to the Western Port Highway). Preliminary analysis from the Department of Transport has shown that, if introduced with capacity improvements on the Gippsland line between Pakenham and Dandenong, up to 8 M tonnes of freight could be transported on a new Dandenong to Hastings rail line. For large bulk volumes (above 8 M tonnes per annum), other rail options may need to be considered.

#### **ACTION**

*12. The proposed Port of Hastings development will consider the opportunity for the future export of large scale bulk trades from Gippsland, as well as becoming a future container handling facility.*

*Develop a plan for railfreight access from Gippsland to the Port of Hastings.*

#### *Port of Geelong*

The Port of Geelong handles 25 per cent of Victoria's overseas exports, most of which are raw materials like petroleum products, bulk and bagged grain and woodchips, including from Gippsland. Each year, approximately 100,000 tonnes of logs are transported from the Gippsland region to

Midway at the port of Geelong for export. There is potential for the Port of Geelong to handle up to 8 M tonnes per annum of coal and coal derivatives if the appropriate upgrades are made to berths and rail connections into the port. However, to access the Port of Geelong, all freight originating in Gippsland would need to pass through the Melbourne metropolitan area. Initial analysis suggests that, due to the needs of the public transport system, the metropolitan rail network does not have the capacity to accommodate this volume of freight. However, there is capacity to handle annual loadings of up to 4 M tonnes with careful attention to train pathing and operational issues.

*Port of Portland*

The Port of Portland also handles bulk and break bulk products specialising in woodchips, mineral sands and grain. Although the Port of Portland is more than 500 km from Gippsland, much of the live cattle exports are transported through Portland. As the rail line is on standard gauge, direct rail connectivity from the Gippsland region is not possible.

*Port of Eden*

The Port of Eden (in New South Wales) is also of strategic importance for the East Gippsland forestry industry. Approximately half of all the timber harvested in East Gippsland (or 250,000 tonnes per annum) is transported east to mills in southern New South Wales for export as woodchips. In the year ending 30 June 2009, a total of 900,000 tonnes of woodchips was exported out of the Port of Eden by South East Fibre Exports.

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## 6.4.2 Local ports

Local ports in Gippsland also serve an important role, particularly to provide enabling infrastructure for the fishing industry, recreation, tourism and oil and gas service sectors.. Gippsland Ports is the largest port manager in region, with responsibility for 1,431 km<sup>2</sup> of waterways across five designated local ports (Anderson Inlet; Corner Inlet and Port Albert; Gippsland Lakes; Snowy River; and Mallacoota) and two waterways (Lake Tyers and Shallow Inlet). Gippsland Ports is a Committee of Management with responsibilities delegated by the Minister for Ports to deliver waterway management, harbour control and manage infrastructure assets that include navigation aids, public jetties, berth and mooring facilities, boat lifting and vessel servicing facilities and dredging operations. Gippsland Ports assists recreational boating, charter vessels, commercial vessels, professional fishing, marine and offshore industries. Gippsland Ports head office is located in Bairnsdale, with depots at Lakes Entrance, Port Welshpool and Paynesville.

Lakes Entrance has the State's largest permanent fishing fleet and the Gippsland Lakes provide for recreational boating and charter boating. The sand bar at Lakes Entrance is restricted by depth and requires dredging from time to time to ensure that the entrance remains reliable. Other important local ports in the region are the Port of Anderson Inlet, Port Albert and Port Franklin (within the Port of Corner Inlet and Port Albert), Port of Snowy River and Port of Mallacoota. Sand migration and limited channel depth restrict access to these ports.

The Port of Corner Inlet and Port Albert plays an important role in supporting the oil and gas service industry and commercial fishing. ExxonMobil maintains a private berth and warehousing facilities at Barry Beach to service its Bass Strait oil and gas facilities. A number of significant resource developments have been completed in recent times, including the Kipper, Tuna and Turrum (KTT) oil and gas project. This type of project requires 5 support vessels, barges and tugs being deployed to the Port of Corner Inlet and Port Albert. Contractors supporting Origin Energy with vessel requirements for the Yolla and Thylacine facilities in Bass Strait operate from Port Welshpool.

'Port Anthony', adjacent to the Exxon Mobil facility at Barry Point, is part of the declared Port of Corner Inlet and Port Albert and is being developed by Ancon Australia. It is initially intended to be used as a small bulk facility to service resource based commodities as well as an import gateway for prefabricated construction modules. The area has some constraints including a shallow draft requiring major dredging to handle handy size vessels and is located in an internationally recognized Marine Park. It has adjacent Industrial-1 zoned land and moderate standard road connections to the Latrobe Valley. The Victorian Government has provided infrastructure funding to allow crane facilities to be provided.

The Exxon-Mobil facility was previously served by a broad gauge rail line connecting to the now-closed South Gippsland railway. In the event that large scale coal based derivatives are produced in the Latrobe Valley, potential routes exist for a rail route running direct to the port. A notional corridor from the Latrobe would see a new line branching off the existing Gippsland. The Bass Strait oil and gas industry remains strong, and the potential for increased exploration and extraction activity is likely to increase demand for port service in Corner Inlet.

For many years, a fortnightly shipping service operated between Bridport (TAS)-Flinders Island-Port Welshpool, principally for the cattle and general freight business (with limited passenger accommodation). Following a restructure of the operation, services are now only extended to Port Welshpool on as required basis.

### **ACTION**

*13. Work with Gippsland Ports, Department of Transport and the private sector to maintain and enhance local port facilities to support the oil, gas and fishing industries.*

*Support the resumption of scheduled sea freight service from Flinders Island to Port Welshpool.*



### 6.4.3 Airports

A number of public and private airfields operate within Gippsland. The Latrobe Regional Airport (near Traralgon) is owned and managed by Latrobe City Council and hosts a significant Emergency Services facility with Helimed, DSE Fire Base and CFA all located on the site. Latrobe Regional Airport has 24/7 operational capability and is home to GippsAero, Australia's only passenger aircraft manufacturer, employing over 150 staff.

Wellington Shire is a significant regional aviation centre with the RAAF Base East Sale, complemented by West Sale Airport and Parkside Aerodrome at Yarram, providing extensive facilities for defence, general and recreational aviation. Other regional aerodromes in Gippsland are located at Bairnsdale, Great Lakes (Kepper Field), Lakes Entrance, Leongatha, Mallacoota, Orbost, Gelantipy and Phillip Island. Leongatha Airport is important for agricultural spraying and provides the only landing facility for South Gippsland's air ambulance. Hotham Airport, which receives commercial passenger flights, is located just outside the Gippsland region.

At present, no scheduled air freight services operate out of Gippsland, although there has been occasional interest expressed in commencing an air freight service to Sydney and Adelaide. Latrobe Regional Airport is only a two hour drive from Lakes Entrance; accordingly, fresh seafood could be delivered to the Sydney or Adelaide fish markets three to four hours earlier than would occur if the cargo was freighted from Tullamarine or Avalon.

Development of a proposed third airport in south east metropolitan Melbourne could also potentially offer an alternative gateway for fresh produce from Gippsland.

#### **ACTION**

*14. Promote the development of an air freight service out of Gippsland, subject to its commercial viability.*

# 7. Regulation

## 7.1 B-Double access

All 'M' Class, 'A' Class and roads in Gippsland are open to B-Doubles operating at Higher Mass Limits. While most 'B' and 'C' Class roads have also been approved for B-Double use, there are some critical gaps in the steepest sections of the network. In particular, B-Double approved routes across the Strzelecki and Great Dividing Ranges are very limited (Figure 14). Within the Strzelecki Ranges, B-Double routes are restricted to the Strzelecki Highway, the Mirboo North-Trafalgar Road and the Hyland Highway. Across the Great Dividing Range, there is no B-Double access north of Benambra, nor between Omeo and Harrietville on the Great Alpine Road.

These gaps in the network create significant inefficiencies in the freight task, particularly for a livestock industry which seeks access to markets in both Gippsland and north-east Victoria. For example, livestock transporters can either run B-Doubles via Melbourne (thereby adding 9 to 10 hours to each trip) or operate 19.0 metre semi-trailers, with their smaller payload, over the mountains. In the summer of 2009-10, a convoy of six B-Double vehicles carrying livestock travelled on the Benambra-Corryong Road under VicRoads escort. While travel time savings were recorded, some operators expressed concern about the additional strain placed on drivers, vehicles and stock due to the difficulty of the route.

The movement of B-Doubles from East Gippsland into New South Wales is also a critical issue, particularly for the timber industry accessing the Port of Eden. The *Cross Border Heavy Vehicle Freight Study 2012* was undertaken by the South Eastern Australia Transport Strategy Inc. (SEATS) to promote its strategic objective being to promote efficient and effective freight movement. The study provides a better understanding of the nature and indicative impacts of cross border regulatory and physical infrastructure constraints on heavy vehicle freight movements between Victoria and New South Wales. The study will provide the opportunity for initiatives to be assessed which can improve the productivity for cross border freight operators.

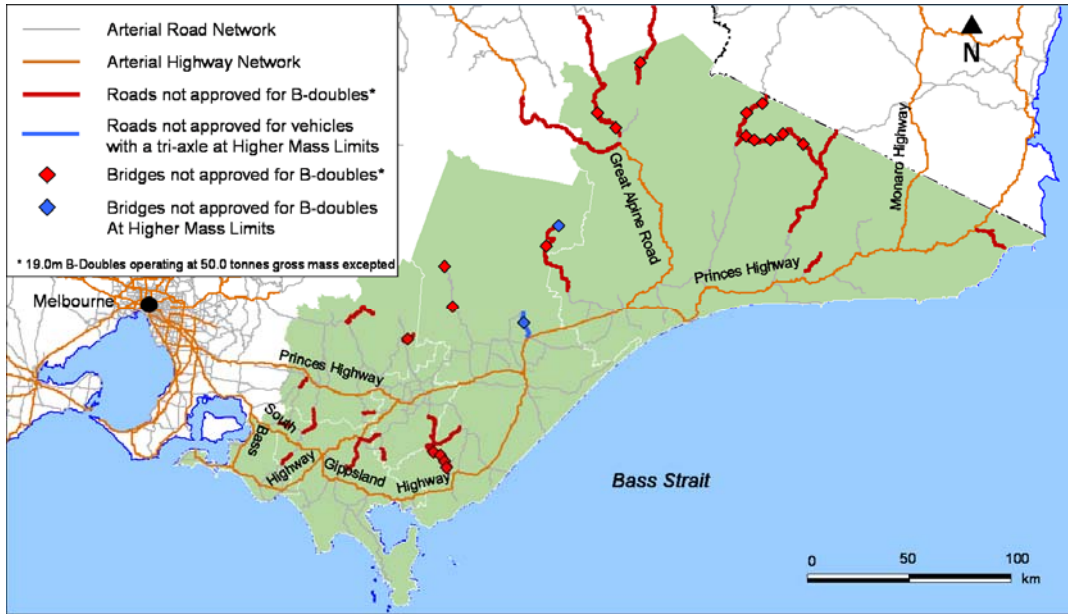
The introduction of the National Heavy Vehicle Regulator (NVHR) on 1 January 2012 provides a mechanism for regulatory efficiencies to address constraints caused by variations in heavy vehicle regulation between Victoria and New South Wales. Queensland will be hosting the regulator and heavy vehicle national law, This will provide a common set of laws for heavy vehicles from all states and territories. Standardised national regulations for mass, dimension and load restraint, heavy vehicle standards and fatigue management. It is expected that freight operators in Gippsland will be able to achieve improvements in efficiency, safety and productivity.

### **ACTIONS**

15. Consider opportunities to increase B-Double access across the Great Dividing Range, subject to completion of the necessary road network improvements.

16. Engage with the National Heavy Vehicle Regulator to harmonise cross-border regulations for heavy vehicles, noting the data and recommendations contained in the SEATS Cross-Border Vehicle Study.

Figure 14: B-Double restricted routes  
Source: VicRoads 2004



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## 7.2 High Productivity Freight Vehicles

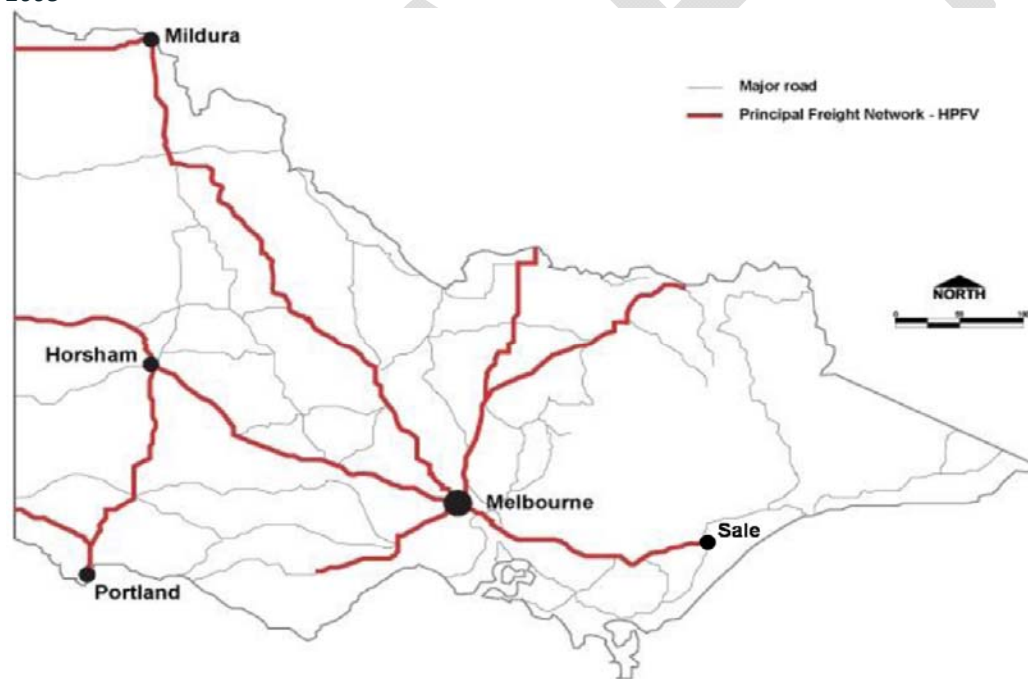
The Victorian Government has committed to introducing more efficient heavy vehicles, such as HPFVs, to improve economic efficiency, safety, environmental and amenity outcomes. HPFVs operate on approved routes, including the Principal Freight Network, and address the growing freight task in Victoria.

Next generation HPFVs can carry approximately 25% more weight, and 33% more volume than standard B-Doubles operating at Higher Mass Limits. A trial of HPFVs is currently being carried out around the Port of Melbourne precinct and in the Green Triangle Region. The completion of the Princes Highway (Traralgon to Sale) duplication will be necessary before the HPFV network can be extended to Sale; issues relating to the movement of HPFVs through Melbourne's south east and inner city (e.g. on CityLink) will also need to be resolved.

### **ACTION**

17. Consider an extension of the HPFV network to Sale, subject to satisfactory outcomes of the current HPFV trial, completion of the Traralgon to Sale duplication, access control between Longwarry and Nar Nar Goon including the Sand Road Interchange and resolution of issues within metropolitan Melbourne.

Figure 15: Proposed HPFV network  
Source: Victorian Government  
2008



## 7.3 Over-dimensional vehicles

The geography of the Gippsland region also poses challenges for the movement of other over-dimensional vehicles, such as Class 1 vehicles carrying large indivisible items (e.g. farm machinery, construction equipment) and Class 3 vehicles carrying silage and similar products between farms.

VicRoads' *Oversize Load Carrying Vehicles: Information Bulletin* summarises the operating conditions for oversize and over mass Class 1 vehicles up to 49.5 tonnes. Under the guidelines, Class 1 load carrying vehicles must have a maximum width of 3.5 metres and a maximum length of 25.0 metres. However, within Gippsland these limits do not apply in the designated 'Mountainous Area' or 'Gippsland Ranges Area' (Figure 16). Except on roads designated as 'Special Routes' (where the

standard guidelines apply), or where a specific permit has been issued, a vehicle travelling in the Gippsland Ranges Area must not exceed 3.0 metres wide and/or 22.0 metres in length; in the Mountainous Area the vehicle must not exceed 2.5 metres wide and/or 19.0 metres in length. This includes the section of Great Alpine Road between Omeo and Harrietville. Accordingly, a vehicle exceeding 2.5 metres width or 19.0 metres in length wishing to travel between East Gippsland and North-East Victoria would need to travel via Melbourne unless a specific permit for that trip is issued.

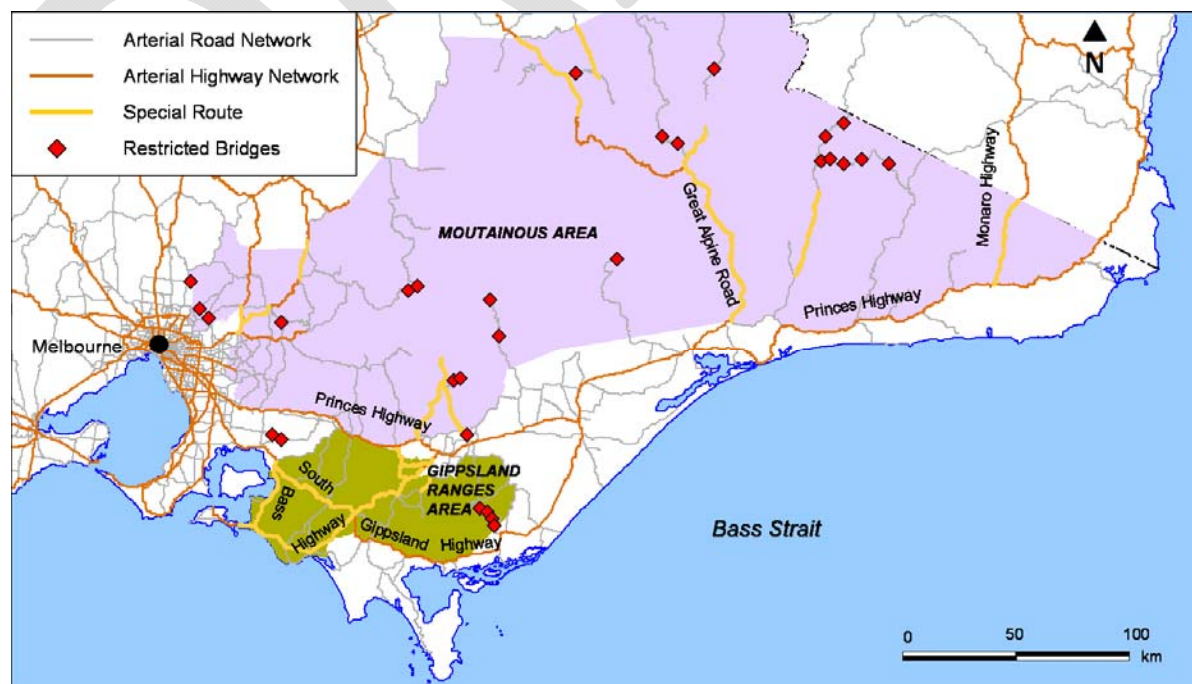
Class 1 vehicles exceeding these mass and dimension limits require a specific permit for operation, and are restricted to a small number of routes. The Princes Highway is a designated over-dimensional route between Dandenong and the Latrobe Valley. Loads up to 350 tonnes may be carried on this route, with the appropriate permits and supervision. These load limits have been designed to allow for the import of large equipment and heavy machinery for the Latrobe Valley power generators. An over-dimensional route is also provided between the Barry Beach Marine Terminal and Longford for the transport of equipment to the Longford gas plant. Some project proponents in the coal derivatives industry have indicated a desire to import very large (i.e. possibly in excess of 350 tonnes) prefabricated modules as part of their production process. Depending on the preferred location of these projects, further infrastructure works may be required facilitate movement from import location to site.

In May 2010, the Victorian Government announced new guidelines for Class 3 vehicles transporting silage within Victoria. Many silage trailers currently owned by Victorian farmers are up to three metres in width. However, prior to the new guidelines being introduced, silage trailers were expected to conform to the regulatory requirements of other trailers that carry freight, i.e. trailers needed to be registered if they exceeded 2.5 metres in width. The new guidelines allow farmers to operate silage trailers up to 3.0 metres in width without registration. These new allowances will give farmers added flexibility in the movement of silage from paddock to paddock.

**ACTION**

18. As part of the Gippsland Regional Infrastructure Study, identify appropriate routes for the import of over-dimensional plant and equipment.

Figure 16: Over-dimensional load restrictions (Class 1 vehicles)  
Source: VicRoads 2007



## 8. Skills Development and Employment

According to the *2006 Census of Population and Housing*, more than 86,000 people are employed within the Gippsland region. Approximately 3.2% (or 2,800) of these workers are classified as working within the Transport, Postal and Warehousing industry. Many other industries, particularly those that have large (e.g. dairy, mining) or complex (e.g. livestock, forestry) supply chains, also employ people who have skills and experience in the transport and logistics field. With the Gippsland freight task anticipated to grow due to investment in agriculture and coal derivatives, it is expected that further employment opportunities will arise across a range of transport and logistics occupations, including logisticians, rail and road drivers, and heavy machinery operators. Attracting and retaining an appropriately skilled transport and logistics labour force to fill the available vacancies will be a critical challenge for regional industry.

### 8.1 Enhancing Skill Sets

Across all industry sectors in Gippsland, approximately 7,200 workers are employed as machinery operators or drivers. Less than half of these workers (40%) have completed some form of post-school qualification. This is significantly lower than the 54% qualification rate for all employed persons in Gippsland. While skilled labour could be attracted to Gippsland from other parts of Victoria, the State average for machinery operators or drivers with at least certificate-level qualifications is, at 35%, lower than in Gippsland.

New industries are likely to require more highly skilled transport and logistics staff because of the nature and volume of product moved. For example, the bulk of the coal currently mined is simply consumed on site by power generators. Transporting coal derivatives to an export port will require a more sophisticated range of skills, such as knowledge of materials storage, handling and transport processes. Accordingly, there will need to be a strong emphasis on improving the skills of new and existing workers.

The Gippsland region is relatively well resourced in terms of skills and training opportunities. Major education providers are distributed throughout the Gippsland region and include GippsTAFE in Morwell, Yallourn, Warragul and Leongatha; Advance TAFE in Bairnsdale, Lakes Entrance and Sale; Apprenticeships Group Australia in Morwell; and Monash University, located in the Gippsland Education Precinct in Churchill. These education providers work closely with local industry to meet industry demands for a skilled workforce, with providers offering a variety of courses ranging from apprenticeships in trades, transport and logistics, to tertiary qualifications in business, engineering and environmental science. The evolution of the Gippsland coal industry from energy generation to manufacturing and processing will require the continued collaboration of education providers and local industry to ensure that new and existing workers are provided with the necessary skill sets.

### 8.2 Access to Education and Training

According to the region's education providers, one of the most critical issues impacting upon skills development is the lack of access to training opportunities for local residents, particularly for young apprentices. Many young people do not drive and rely on public transport to get to their classes and places of work. However, unlike other regions in Victoria, the population of Gippsland is not concentrated in a single large regional city. This makes it difficult to provide an appropriate level of public transport service coverage and frequency that can meet the population's disparate travel demands.

The Victorian Government has previously identified this as an issue for Gippsland, and has invested in improved services within the region and to/from Melbourne. In 2009 improved bus and coach services in the South Gippsland and Bass Coast regions were introduced. Stage One improvements

delivered an additional 134 weekly services to the region, improving transport connections between towns in the region and to and from Melbourne. Stage Two improvements started in late 2009 and delivered a further 179 weekly services. In total, these improvements have increased bus service levels by 94% since 2008.

There is an opportunity to build on this investment, by examining the adequacy of regional public transport connections, including bus service provision to major education centres in Warragul and Morwell. There may also be opportunities to further explore non-class based training opportunities, including audio, on-line and workplace based initiatives.

### **8.3 Addressing Labour Shortages**

A particular problem is the demographic profile of the existing transport and logistics workforce, with males aged over 55 representing 21% of all drivers/machinery operators in the Gippsland region (Figure 22). The Victorian Government recently released a *Workforce Strategy for Road Freight Drivers*. The strategy predicts that the growing freight task coupled with imminent driver retirements means that in the coming years, industry will be looking to employ the equivalent of 150% of the current driver workforce.

Attempts to replace the workforce with a younger, more diverse workforce is proving problematic due to the high insurance premiums, the existing graduated licensing system, the seasonal nature of some jobs (e.g. in forestry), and the attractiveness of highly paid contract jobs in other regions of the country.

The *Workforce Strategy for Road Freight Drivers* specifically seeks to address projected shortages of suitably skilled drivers in the transport and logistics industries in Victoria over the next 20 years. The strategy also outlines the extent and nature of the challenges associated with driver recruitment, retention and skills training and examines how industry and government might collaboratively address driver shortages, better target available assistance and improve the image of the professional driver workforce.

#### **ACTION**

19. *Work with education and training providers and employers in the Gippsland region to improve access to training and learning opportunities.*

### **8.4 Indigenous Training and Employment Opportunities**

Approximately 10% of Victoria's indigenous population resides in Gippsland, with indigenous Australians representing 1.3% of the total Gippsland population (compared to only 0.6% of Victoria's population). More than one third of Gippsland's indigenous population lives in East Gippsland.

A number of education providers have specifically targeted young indigenous people to address the relatively high levels of unemployment that exist within the indigenous community. East Gippsland TAFE runs an indigenous program out of Lake Tyers, and through Forestech – East Gippsland TAFE's specialised education facility for the forestry and fishing industries - offer a number of non-traditional transport and logistics courses that offer pathways to work in the conservation and land management sector.

Apprenticeships Group Australia is a not-for-profit organisation that provides secure employment and high quality training to apprentices. Apprenticeships Group Australia offers, in partnership with the Koori community, indigenous apprenticeship pathways through its Morwell and Bairnsdale locations. In the first semester of 2010, Apprenticeships Group Australia accepted 150 apprentices, six of whom are indigenous.

#### **ACTION**

20. Work with the Victorian Ministerial Freight Advisory Council, Transport and Logistics Workforce Advisory Group (T&LWAG) and local industry to identify opportunities to increase the diversity and flexibility of the transport and logistics workforce.

## 9. Strategic and Community Planning

The Gippsland region is currently experiencing strong population growth, particularly within the Shires of Bass Coast and Baw Baw. The main factor contributing to this growth is migration from Melbourne, with new residents attracted to the lifestyle advantages offered by these areas, while remaining within commuting distance to Melbourne. Should a coal derivatives export industry be developed, the consequent increase in employment opportunities would be expected to stimulate significant population growth across the whole Gippsland region, with particularly strong growth in the Latrobe and Wellington local government areas.

The anticipated population growth that would be driven by the coal derivatives industry may reflect the recent growth that has occurred in the Bowen Basin in Queensland (coal), and the Pilbara region in Western Australia (iron ore) in response to the most recent mining boom. In the five years to 2009, the Isaac Shire and Central Highlands Shire in Queensland grew by 2.6% and 2.5% respectively, making them the 16th and 17th fastest growing municipalities in the state. In Western Australia, the East Pilbara Shire grew by 5.0% in the five years to 2009, making it the 8th fastest growing municipality in the state, and the 13th fastest growing municipality in the country.

The population impacts in Gippsland may be even more pronounced than those in Queensland and Western Australia as many workers in those states are believed to operate on “fly-in, fly-out” rosters, which may not be applicable in Gippsland. The Gippsland coal industry will also require employment in the downstream processing sectors, whereas in Queensland and Western Australia the focus is primarily on mining and product transport.

### 9.1 Planning for Regional Growth

The projected demographic changes present a number of urban planning challenges, especially for West Gippsland and the Latrobe Valley. An increase in population will generate a greater need for housing and land, as well as increased demand for community services and amenities, such as schools, health services and sporting and cultural facilities. Accommodating these demands, while enhancing Gippsland’s desirability as a lifestyle destination, will require a co-operative and holistic approach to be taken by State and local governments towards strategic, land use and community planning.

The Gippsland Integrated Land Use Plan is a joint initiative of the Victorian Government and GLGN and is the regional planning component for a sustainable and prosperous regional and rural Victoria. A key strategy of the Plan will be the establishment of a new approach to regional planning and development, including support the planning and design of regional cities and towns, support for the development of new growth areas in regional cities, support for future planning in coastal areas for local government. The Plan will outline the basis for population growth assumptions in the Gippsland region, and identify the strategic implications of the predicted population change on settlement patterns, housing demand, infrastructure, sustainability and development.

### 9.2 Provision of Housing and Land



State and local governments need to ensure that there is an adequate supply of residential and industrial land in the region, and that this land is made available at appropriate times so that housing remains affordable for new and existing residents alike. Special attention will need to be paid to land supply in the Latrobe Valley, so as to not isolate the coal resource. Councils will also need to support and assist new businesses establish in the region by providing information on adequately zoned land, the availability of utilities and services, and information regarding labour markets

### **9.3 Provision of Services and Facilities**

New investment in the Gippsland region will create challenges and opportunities for councils in setting budget priorities to provide infrastructure and services to towns and regional centres. Increased population will potentially have an impact on a number of other service providers, including State Government with respect to education, health and community services; utility providers with respect to energy, water and sewage; and retailers and manufacturers with respect to commercial shopping and industry expansion.

#### ***ACTION***

21. In partnership with the State Government, develop and implement the *Gippsland Integrated Land Use Plan* to accommodate further urban expansion within Gippsland towns, without compromising the potential development of the region's natural resources.

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## 10. Implementing the Gippsland Freight Strategy

The Gippsland Local Government Network will work with the Department of Transport, other State agencies, the private sector to ensure that the initiatives identified in the Gippsland Freight Strategy are successfully implemented, managed and monitored.

The high-level monitoring and implementation group established by the Regional Management Forum will assist ongoing development of the priorities contained within this Strategy, and help drive implementation of priority projects. This group comprises of representatives from the Victorian Government agencies and local governments in Gippsland.

**The Strategy will be used as a document to inform both State and Commonwealth Governments of the strategic freight transport priorities for Gippsland.**

DRAFT

# Acknowledgements

The following organisations contributed to the development of the Gippsland Freight Strategy:

## [Gippsland Freight Strategy Project Steering Committee](#)

Department of Business and Innovation  
Department of Primary Industries  
Department of Transport  
Gippsland Local Government Network  
Major Projects Victoria  
Regional Development Victoria  
VicRoads

## [Gippsland Freight Strategy Reference Group](#)

Bass Coast Shire Council  
Baw Baw Shire Council  
Committee For Gippsland  
Department of Planning and Community Development  
Department of Primary Industries  
Department of Transport  
East Gippsland Shire Council  
Gippsland Ports  
Latrobe City Council  
Regional Development Victoria  
South East Australia Transport Strategy (SEATS)  
South Gippsland Shire Council  
VicRoads  
Victorian Freight and Logistics Council  
Wellington Shire Council

[We would particularly like to thank the following organisations who contributed to the development of the Gippsland Freight Strategy:](#)

Apprenticeships Group Australia  
Australian Forest Contractors Association  
Australian Paper  
Branstrans Pty Ltd  
Contented Chooks  
Dell Vista Pty Ltd  
Dyers Transport  
Advance TAFE, East Gippsland  
Gendove Tractors and Machinery  
Geoff Owen Transport  
GippsTAFE  
Jelbart Dairy  
Maffra Chamber of Commerce  
Monash University Gippsland  
Murray-Goulburn Cooperative  
Riseley's Transport  
RTL Transport  
VicForests  
Victorian Farmers Federation  
Victorian Forest Contractors Association  
Victorian Livestock Transporters' Association  
V/Line

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**13.2 LATROBE REGIONAL AIRPORT DECEMBER QUARTERLY  
REPORT**

**General Manager**

**Economic Sustainability**

**For Information**

**PURPOSE**

The purpose of this report is to provide Council with information on the operations of the Latrobe Regional Airport for the quarter ended 31 December 2012.

**DECLARATION OF INTEREST**

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016, in that it provides information on the activities of the Latrobe Regional Airport which achieve the following objectives..

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives* - In 2026, Latrobe Valley has a strong and diverse economy built on innovative and sustainable enterprise. As the vibrant business centre of Gippsland, it contributes to the regional and broader economies, whilst providing opportunities and prosperity for our local community.

*Latrobe City Council Plan 2012 - 2016*

*Shaping Our Future*

Gippsland's Regional City  
*Strengthening our profile*

Positioned for a Low Carbon Future  
*Advancing industry and innovation*

An active connected and caring community  
*Supporting all*

Attract, retain, support  
*Enhancing opportunity, learning and lifestyles*

*Strategic Direction 1– Facilitate investment attraction of new firms to contribute to economic diversification, employment creation and to meeting the challenges of a carbon constrained economy.*

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

*Strategic Direction 2 – Promote and support the development of existing and new infrastructure to enhance the social and economic wellbeing of the municipality.*

*Strategic Direction 3 – Ensure well planned infrastructure that enhances the marketability of the municipality to industries, residents and investors.*

*Service Provision – Maintain, develop and operate Latrobe Regional Airport in accordance with Civil Aviation Safety Authority regulations and the Latrobe Regional Airport Masterplan.*

*Major Initiatives Implement the Latrobe Regional Airport Master Plan to effectively develop the airport and to facilitate investment and jobs growth.*

*Strategy – Latrobe Regional Airport Master Plan*

*Policy - Deed of Delegation*

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

**BACKGROUND**

The report provides information in relation to the performance of the Latrobe Regional Airport against plans and targets identified in the budget, the business plan and the Latrobe Regional Airport Master Plan 2009.

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

**ISSUES**

The significant activities undertaken during the quarter are outlined below.

*Appointment of Council Delegates to Latrobe Regional Airport Board*  
Council, at its ordinary meeting on 19 November 2012 appointed Councillor Graeme Middlemiss as the Council delegate to the Latrobe Regional Airport Board with Councillor Sandy Kam as the Alternative for the next four years.

The Chief Executive Officer (or delegate) is the Officer delegate appointment.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)***Department of Infrastructure and Transport*

The Australian Government Department of Infrastructure and Transport (DITR) has recently categorised all Australian airports according to operations. Latrobe Regional Airport has been assigned Category 6 under the Aviation Transport Security Act 2004.

From 1 July 2012 aircraft operating as Regular Public Transport (RPT) or as open charter operations with a Maximum Take Off Weight (MTOW) of 20,000 kg or greater require that passengers and their luggage are security screened prior to boarding. These security screening arrangements currently do not apply to Category 6 airports.

If Latrobe Regional Airport was to foresee changes to its operations, such as the facilitation of RPT and/or open charter aircraft operations with an MTOW of 20,000 kg or greater, it is important that consideration be given to how the need for security screening requirements would affect the operating environment. Such changes could include infrastructure redevelopment, acquisition of relevant screening equipment, security staff training and retention, regulatory approvals etc. all of which requires substantial capital investment.

Australian Government funding assistance continues to be made available for equipment purchases under the Strengthening Aviation Security Initiative program up until 30 June 2014.

Council/Airport officers and the Latrobe Regional Airport Board monitored the situation during the quarter.

The review of the Master Plan during the next year should highlight whether this will have an effect on Latrobe Regional Airport in the future.

*Construction Works Update*

Works continued during the December quarter on the \$2 million segment of the Latrobe Regional Airport upgrade project.

The GA18 rapid prototyping facility was completed on 17 December 2012. The large vertical bi-fold door was manufactured during December and will be installed after the Christmas holiday period early to mid January.

The building was officially opened by the Mayor Councillor Sandy Kam, Mr Arvind Mehra of GippsAERO and the Victorian Minister for the Aviation Industry the Hon Gordon Rich-Phillips on 20 December 2012.

The multipurpose helipad and the access works were completed and in operation at the end of December.

The reconstruction of the 09/27 gravel runway was completed during the quarter, however it was not open for use due to soft conditions on the runway strips. It is anticipated that the runway will be opened by the second week of January 2013.



**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

Design for the upgrade to Code B of the Helimed taxiway was completed however works will not start until the fire season is over.

The date for completion of this project has been extended to September 2013 to allow time for the taxiway works to be completed outside the fire season.

*Latrobe Regional Airport Annual Report*

The 2011/2012 Annual Report of the Latrobe Regional Airport was adopted by the Airport Board at its meeting on 3 December 2012.

Latrobe Regional Airport has continued to strengthen its position as a significant contributor to the Latrobe, Gippsland and Victorian economy. The Airport is a catalyst for significant employment with more than 200 jobs on site, and it is developing as a hub in the aerospace industry in Victoria.

The 2011/2012 financial year finished with a modest surplus over the adopted budget which will be carried forward into the 2012/2013 financial year.

All statutory requirements have been met, and through the Board's maintenance and upgrade programs, the Latrobe Regional Airport continues to provide the Gippsland community with a strategic asset and an industrial hub which is operated both safely and securely, and is positioned well for the future.

*Government funding agreements*

The funding agreement document for the Victorian Regional Airport Fund (RAF - \$1.24 million) grant has been signed. The Regional Development Australia Fund (RDAF - \$3 million) final agreement has been prepared and, following some adjustments to the milestone timelines for the project, was signed in December.

Works on this part of the project (\$4.24 million) are ready to begin in the new year.

*Australian Airports Association*

The Australian Airports Association (AAA) has produced a policy document titled "*Connecting Australia – the economic and social contribution of Australia's airports*" This is the first major impact analysis undertaken by the aviation industry and provides an independent and quantified view on the state of the industry and the role it plays supporting Australians and the economy.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

A second reference document titled *Australia's Regional Airports – Facts, Myths & Challenges*, was released at the AAA Annual conference on 13 November 2012. This document has resulted from some lobbying by regional airports, Latrobe Regional Airport included, to differentiate the regionals from the “big end of town” airports.

Latrobe Regional Airport officers have been providing input to the Australian Airports Association during the quarter, for the preparation of this document.

This is an important reference and lobbying document specifically tailored to needs of the regional and remote airports.

### *Non Directional Beacon (NDB) Relocation*

All details of the proposed lease to Airservices Australia have been finalised and agreed to by the parties. This includes agreement on the final site adjacent to Old Melbourne Road.

The lease has now been signed and design work on the access track upgrade and underground power supply to the new NDB site have been commenced.

### **FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

The Airport was operated in line with the 2012/13 budget allocation as detailed in the finance report attached.

### **INTERNAL/EXTERNAL CONSULTATION**

#### *Engagement Method Used:*

There is no consultation required as this is a Quarterly Report on activities, as required by the Latrobe Regional Airport Deed of Delegation from Council.

### **OPTIONS**

Council may choose to:

1. Note the Latrobe Regional Airport Board December quarterly report;  
or
2. Seek further clarification in respect to the Latrobe Regional Airport Board December quarterly report.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)****CONCLUSION**

The 2012/2013 financial year is progressing on track and within budget. The Airport continues to be operated in a secure and safe manner, in accordance with Civil Aviation Safety Authority guidelines and regulations.

**Attachments**

1. Finance Report LRA - December 2012

**RECOMMENDATION**

That Council notes the report on Airport Operations for the quarter ended 31 December 2012.

**Moved:** Cr Middlemiss

**Seconded:** Cr Sindt

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

## **13.2**

### **Latrobe Regional Airport December Quarterly Report**

<b>1</b>	<b>Finance Report LRA - December 2012.....</b>	<b>221</b>
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**Monthly Operating Report**  
**LATROBE REGIONAL AIRPORT Division**  
**Month: December 2012**

<b>Comment on Year to Date Result</b>
Minor variance.
<b>Comment of Full Year Forecast</b>
At this stage there is no anticipated variance to the adopted budget.

	Year to Date			Full Year Forecast		
	Actual	Adopted Budget	Variance (Fav)/Unfav	Forecast	Adopted Budget	Variance (Fav)/Unfav
<b>Net Results by Cost Centre</b>						
Latrobe Regional Airport Management	82,171	101,186	(19,015)	142,594	151,900	(9,306)
Latrobe Regional Airport - LANDSIDE	(166,320)	(169,455)	3,135	(246,716)	(257,000)	10,284
Latrobe Regional Airport - AIRSIDE	3,164	4,255	(1,091)	4,981	5,500	(519)
Latrobe Regional Airport - General Mainte	45,302	48,146	(2,844)	99,141	99,600	(459)
<b>Net Result</b>	<b>(35,683)</b>	<b>(15,868)</b>	<b>(19,815)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net Results by Account Group</b>						
<b>Income:</b>						
Other	(14,135)	(2,250)	(11,885)	(73,010)	(60,000)	(13,010)
Residence	(6,720)	(6,498)	(222)	(13,085)	(13,000)	(85)
Terminal Building	(914)	(900)	(14)	(914)	(900)	(14)
Commercial	(162,832)	(167,352)	4,520	(324,759)	(329,300)	4,541
Trading / Light Commercial	(30,550)	(37,800)	7,250	(30,548)	(37,800)	7,252
Recreational / Non-Trading	(46,867)	(43,200)	(3,667)	(46,867)	(43,200)	(3,667)
Community Group/Service	(150)	(100)	(50)	(150)	(100)	(50)
Farm / Agistment	(5,973)	(10,600)	4,627	(21,024)	(21,200)	176
<b>Total Income</b>	<b>(268,141)</b>	<b>(268,700)</b>	<b>559</b>	<b>(510,357)</b>	<b>(505,500)</b>	<b>(4,857)</b>
<b>Expenditure:</b>						
Salaries Wages & Oncosts	90,429	91,102	(673)	182,672	183,300	(628)
Other Employee Costs	8,156	8,960	(804)	13,834	16,500	(2,666)
Materials & Contracts	42,523	61,420	(18,897)	131,151	123,000	8,151
Internal Charge Costs	91,350	91,350	0	182,700	182,700	0
<b>Total Expenditure</b>	<b>232,458</b>	<b>252,832</b>	<b>(20,374)</b>	<b>510,357</b>	<b>505,500</b>	<b>4,857</b>
<b>Net Result - Recurrent</b>	<b>(35,683)</b>	<b>(15,868)</b>	<b>(19,816)</b>	<b>0</b>	<b>0</b>	<b>0</b>

Capital Works Program	Year to Date			Full Year Forecast		
	Actual	Adopted Budget	Variance (Fav)/Unfav	Forecast	Adopted Budget	Variance (Fav)/Unfav
Latrobe Regional Airport Facilities Expansion C0534/C0573	1,364,758	1,351,600	13,158	1,802,286	1,802,286	0
<b>Total Capital Expenditure</b>	<b>1,364,758</b>	<b>1,351,600</b>	<b>13,158</b>	<b>1,802,286</b>	<b>1,802,286</b>	<b>0</b>

# RECREATION CULTURE AND COMMUNITY INFRASTRUCTURE

**14. RECREATION CULTURE AND COMMUNITY INFRASTRUCTURE**

Nil reports

# COMMUNITY LIVEABILITY



**15. COMMUNITY LIVEABILITY**

Nil reports

# GOVERNANCE

**16. GOVERNANCE**

**16.1 ASSEMBLY OF COUNCILLORS**

**General Manager**

**Governance**

**For Decision**

**PURPOSE**

The purpose of this report is to present to Council, the Assembly of Councillors forms submitted since the Ordinary Council Meeting held 18 February 2013.

**DECLARATION OF INTEREST**

No officer declared an interest under the *Local Government Act* 1989 in the preparation of this report.

**OFFICER COMMENTS**

The following Assembly of Councillors took place between 13 February 2013 and 19 February 2013 inclusive:

<b>Date:</b>	<b>Assembly Details / Matters Discussed:</b>	<b>In Attendance:</b>	<b>Conflicts of Interest Declared:</b>
13-Feb-13	Cultural Diversity Reference Committee Meeting Guest Speakers (joint presentation) Topic: Aged and Disability Services. Assisting clients to live independently in the community. Kay Jellis, Aged and Disability Services Coordinator, Latrobe City and Mersiha Grbic – Gippsland Multicultural Services. Review of Draft List of Priority Areas for Focus of Committee Presentation – Tashy Hettiarachchi, Sri Lanka Resignation from Committee, Aftab Aftabuzzaman Update on Latrobe Settlement Committee Activities Upcoming Citizenship days (2013) Committee Vacancy Members Updates	Cr Sandy Kam and Cr Peter Gibbons  Heather Farley and Teresa Pugliese	NIL

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

<b>Date:</b>	<b>Assembly Details / Matters Discussed:</b>	<b>In Attendance:</b>	<b>Conflicts of Interest Declared:</b>
19-Feb-13	South East Australian Transport Strategy (SEATS) briefing for Councillors Representatives from SEATS provided an overview of the group structure, objectives and current priority projects for Councillors. Key transport infrastructure requirements for the region were discussed.	Cr Kam, Cr Middlemiss, Cr Gibbons, Cr Gibson, Cr Sindt Manager Economic Development, Manager Infrastructure Development; Coordinator Business Development	NIL

**Attachments**

1. SEATS - 19 Feb 2013
2. Cultural Diversity Reference Committee Meeting - 13 Feb 2013

**RECOMMENDATION**

**That Council note this report.**

**Moved:** Cr White  
**Seconded:** Cr Gibbons

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

## **16.1**

### **Assembly of Councillors**

<b>1</b>	<b>SEATS - 19 Feb 2013 .....</b>	<b>237</b>
<b>2</b>	<b>Cultural Diversity Reference Committee Meeting - 13 Feb 2013.....</b>	<b>239</b>

## Assembly of Councillors Record

**Assembly details:** South East Australian Transport Strategy (SEATS) briefing for Councillors

**Date:** 19 February 2013

**Time:** 2.00pm

**Assembly Location:** Nambur Wariga Room, Latrobe City Headquarters

**In Attendance:**

**Councillors:** Councillor Kam, Councillor Middlemiss, Councillor Gibbons, Councillor Gibson and Councillor Sindt.

**Officer/s:** Manager Economic Development, Manager Infrastructure Development, Coordinator Business Development.

**Matter/s Discussed:** Representatives from SEATS provided an overview of the group structure, objectives and current priority projects for Councillors. Key transport infrastructure requirements for the region were discussed.

**Are the matters considered confidential under the Local Government Act: NO**

**Conflict of Interest Disclosures:** (refer 3. over page)

**Councillors:** Nil.

**Officer/s:** Nil.

**Times that Officers / Councillors left/returned to the room:**

Cr Kam arrived 2:15pm,  
Cr Gibson left 2:35 pm.

**Completed by:** Donna Taylor, Coordinator Business Development.

**Assembly of Councillors Record Explanation / Guide Notes**  
Required pursuant to the Local Government Act 1989 as amended.

**1. Section 80A requirements (re: Written Record to be made by Council staff member):**

Amendments to the Local Government Act 1989 (Section 80A), operative from 2 December 2008 now stipulate:

“At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:

- the names of all Councillors and members of Council staff attending;
- the matters considered;
- any conflict of interest disclosures made by a Councillor attending under subsection (3);
- whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly.”

The above required information is:

- to be reported to an Ordinary meeting of the Council; and
- incorporated in the minutes of that Ordinary meeting.

**2. Section 76AA definition:**

“**Assembly of Councillors** (however titled, e.g: meeting / inspection / consultation etc) is 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 staff which considers matters that are intended or likely to be;

- The subject of a decision of the Council; or
- Subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee.

**Brief Explanation:**

Some examples of an *Assembly of Councillors* will include:

- Councillor Briefings;
- on site inspections, generally meetings re: any matters;
- meetings with residents, developers, other clients of Council, consultations;
- meetings with local organisations, Government Departments, statutory authorities (e.g. VicRoads, etc);

providing **at least 5 Councillors and 1 Council staff member are present** and 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.

*Effectively it is probable, that **any** meeting of at least 5 Councillors and 1 Council staff member will come under the new requirements as the assembly will in most cases be considering a matter which will come before Council or be the subject of a delegated officer's decision at some later time. If you require further clarification, please call the Manager Council Operations – Legal Counsel.*

**Please note:** an Advisory Committee meeting requires only one Councillor to be in attendance. An advisory committee is defined as any committee established by the Council, other than a special committee, that provides advice to:

- the Council; or
- a special committee; or
- a member of Council staff who has been delegated a power, duty or function of the Council under section 98.

**3. Section 80A and 80B requirements (re: Conflict of Interest):**

Councillors and officers attending an Assembly of Councillors must disclose any conflict of interest.

**Section 80A(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 disclose either:

- (a) immediately before the matter in relation to the conflict is considered; or
- (b) if the Councillor realises that he/she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware of the conflict of interest, leave the assembly whilst the matter is being considered by the assembly.”

**Section 80B**

A member of Council staff who has a conflict of interest (direct or indirect) in a matter in which they have a delegated power, duty or function must:

- not exercise the power or discharge the duty or function;
- disclose the type of interest and nature of interest to the in writing to the Chief Executive Officer as soon as he/she becomes aware of the conflict of interest. In the instance of the Chief Executive Officer having a pecuniary interest, disclosure in writing shall be made to the Mayor.

## Assembly of Councillors Record

**Assembly details:** Cultural Diversity Reference Committee Meeting

**Date:** Wednesday 13 February 2013

**Time:** 5.00pm

**Assembly Location:** Latrobe City Council Offices, 141 Commercial Road, Morwell

### **In Attendance:**

**Councillors:** Cr Sandy Kam and Cr Peter Gibbons

**Officer/s:** Heather Farley and Teresa Pugliese

### **Matter/s Discussed:**

Guest Speakers (joint presentation)

Topic: Aged and Disability Services. Assisting clients to live independently in the community. Kay Jellis, Aged and Disability Services Coordinator, Latrobe City and Mersiha Grbic – Gippsland Multicultural Services.

Review of Draft List of Priority Areas for Focus of Committee

Presentation – Tashy Hettiarachchi, Sri Lanka

Resignation from Committee, Aftab Aftabuzzaman

Update on Latrobe Settlement Committee Activities

Upcoming Citizenship days (2013)

Committee Vacancy

Members Updates

**Are the matters considered confidential under the Local Government Act:** NO

**Conflict of Interest Disclosures:** (refer 3. over page)

**Councillors:** NIL

**Officer/s:** NIL

**Times that Officers / Councillors left/returned to the room:** N/A

**Completed by:** Teresa Pugliese



**Assembly of Councillors Record Explanation / Guide Notes**  
Required pursuant to the Local Government Act 1989 as amended.

**1. Section 80A requirements (re: Written Record to be made by Council staff member):**

Amendments to the Local Government Act 1989 (Section 80A), operative from 2 December 2008 now stipulate:

“At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:

- the names of all Councillors and members of Council staff attending;
- the matters considered;
- any conflict of interest disclosures made by a Councillor attending under subsection (3);
- whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly.”

The above required information is:

- to be reported to an Ordinary meeting of the Council; and
- incorporated in the minutes of that Ordinary meeting.

**2. Section 76AA definition:**

“**Assembly of Councillors** (however titled, e.g: meeting / inspection / consultation etc) is 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 staff which considers matters that are intended or likely to be;

- The subject of a decision of the Council; or
- Subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee.

**Brief Explanation:**

Some examples of an *Assembly of Councillors* will include:

- Councillor Briefings;
- on site inspections, generally meetings re: any matters;
- meetings with residents, developers, other clients of Council, consultations;
- meetings with local organisations, Government Departments, statutory authorities (e.g. VicRoads, etc);

providing **at least 5 Councillors and 1 Council staff member are present** and 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.

*Effectively it is probable, that **any** meeting of at least 5 Councillors and 1 Council staff member will come under the new requirements as the assembly will in most cases be considering a matter which will come before Council or be the subject of a delegated officer's decision at some later time. If you require further clarification, please call the Manager Council Operations – Legal Counsel.*

**Please note:** an Advisory Committee meeting requires only one Councillor to be in attendance. An advisory committee is defined as any committee established by the Council, other than a special committee, that provides advice to:

- the Council; or
- a special committee; or
- a member of Council staff who has been delegated a power, duty or function of the Council under section 98.

**3. Section 80A and 80B requirements (re: Conflict of Interest):**

Councillors and officers attending an Assembly of Councillors must disclose any conflict of interest.

**Section 80A(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 disclose either:

- (a) immediately before the matter in relation to the conflict is considered; or
- (b) if the Councillor realises that he/she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware of the conflict of interest, leave the assembly whilst the matter is being considered by the assembly.”

**Section 80B**

A member of Council staff who has a conflict of interest (direct or indirect) in a matter in which they have a delegated power, duty or function must:

- not exercise the power or discharge the duty or function;
- disclose the type of interest and nature of interest to the in writing to the Chief Executive Officer as soon as he/she becomes aware of the conflict of interest. In the instance of the Chief Executive Officer having a pecuniary interest, disclosure in writing shall be made to the Mayor.

**16.2 PLANNING PERMIT APPLICATION 2012/038 - FIVE LOT  
SUBDIVISION AT 85 COONOC ROAD TRARALGON**

**General Manager**

**Governance**

**For Decision**

**PURPOSE**

The purpose of this report is to determine Planning Permit Application 2012/038 for a five lot subdivision at 85 Coonoc Road in Traralgon.

**DECLARATION OF INTERESTS**

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objective – 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.

*Shaping Our Future*

An active connected and caring community  
*Supporting all*

*Latrobe City Council Plan 2012 - 2016*

*Strategic Direction – Built Environment*

- Promote and support high quality urban design within the built environment; and
- Ensure proposed developments enhance the liveability of Latrobe City, and provide for a more sustainable community.

*Legislation*

The discussions and recommendations of this report are consistent with the provisions of the *Planning and Environment Act 1987* (the Act) and the Latrobe Planning Scheme (the Scheme), which apply to this application.

## **BACKGROUND**

### **SUMMARY**

Land:	85 Coonoc Road Traralgon, known as Lot 7 on Plan of Subdivision 86033
Proponent:	W.H. & A.H. Becker c/- Beveridge Williams & Co Pty Ltd
Zoning:	Low Density Residential Zone (LDRZ)
Overlay:	N/a

A Planning Permit is required for subdivision of land in a Low Density Residential Zone in accordance with Clause 32.03-3 of the Scheme.

A site context plan is included as Attachment 1 of this report.

### **PROPOSAL**

The proposal seeks to subdivide the land into five lots. A copy of the proposed plan of subdivision is contained in Attachment 2 of this report.

Proposed Lots 1, 3, 4 and 5 would range in area between approximately 4000 square metres and 5864 square metres, each comprising vacant pasture and some existing planted vegetation.

Access to Lot 1 would be provided from Coonoc Road via a new bitumen sealed driveway crossover, located adjacent to an existing gap in planted vegetation along the eastern boundary of this lot.

Access to Lots 3, 4 and 5 would be provided from Coonoc Road via a new common property driveway. As submitted by the applicant, the common property would have a width of 8 metres to allow for a 4.5 metres sealed pavement and provision of landscaping on either side. It appears that vegetation would need to be removed for the construction of the common property driveway, although the extent or significance of vegetation required for removal has not been clearly identified on the plans submitted with the application.

Proposed Lot 2 would contain the existing 6-bedroom dwelling and associated buildings and works. This allotment is proposed to be irregular in shape, with a frontage to Coonoc Road measuring 54.41 metres and a total area of approximately 5072 square metres. Vehicular access would be provided from Coonoc Road via the existing sealed driveway crossover.

As the subject land is located well outside Gippsland Water's sewer reticulation district, the proposal seeks to treat and retain wastewater on site. A Land Capability Assessment (prepared by Land Safe – a Division of Ag-Challenge Consulting Pty Ltd, dated 20 January 2012) has been submitted with the application and is included in Attachment 3 of this report.

A Stormwater Management Plan has also been submitted with the application (refer to Attachment 4). The plan proposes that each lot would be provided with a stormwater property connection connected to an underground piped drainage system which would then direct the collected stormwater to a grassed swale and a proposed retarding basin to be located centrally across Lot 4.

A building and waste disposal envelope plan is contained in Attachment 5 of this report, showing indicative building and waste water disposal areas for each of the proposed lots.

**Subject Land:**

The subject site is located at 85 Coonoc Road in Traralgon, or more particularly described as Lot 7 on Plan of Subdivision 86033.

The site is irregular in shape, with an area of 2.023 hectares and an abuttal to Coonoc Road along the full length of its eastern boundary. The dimensions of the site are as follows:

- A frontage (eastern boundary) measuring 140.82 metres;
- A southern side boundary measuring 207.79 metres;
- A northern side boundary measuring 140.82 metres;
- A rear (western) boundary measuring 142.27 metres.

The land is currently used for low density residential purposes and is developed with a large single storey brick dwelling, with attached garage and carport, in-ground pool, colorbond storage shed, garden shed and associated infrastructure. The existing buildings are grouped together in the eastern portion of the land, within 65 metres of the front boundary.

The dwelling and associated buildings are surrounded by a landscaped garden comprising a combination of native and exotic trees, shrubs and lawn cover. As submitted by the applicant, all the existing vegetation (native and exotic) on site was planted by the land owners following their purchase of the property in the early 1970s.

Primary access to the site is currently obtained from Coonoc Road via a sealed crossover and driveway. A secondary access point is provided to the storage shed on site via another crossover and concrete culvert.

The site has a gentle slope in a south-westerly direction, with a fall of approximately 10 metres across the property between its highest point (adjacent to the main driveway entrance) and lowest point (south-west corner). The south-west corner of the site is affected by a waterway.

As submitted by the applicant, there are currently three separate wastewater treatment and dispersal systems (3 septic tanks and 3 sets of absorption trenches) servicing the existing 6-bedroom dwelling. The systems servicing the house collect black water only, with grey water discharged directly to the paddock untreated. It should be noted that each of these three systems would have to be disconnected and replaced with a new system as part of the proposal, as they would not be located wholly within the proposed boundaries of Lot 2.

**Surrounding Land Use:**

The site is located within an established low density residential precinct on the western periphery of Traralgon's urban area, approximately 3.2 kilometres west of the central activity district.

Surrounding the site are low residential allotments generally ranging between approximately 0.4 hectare and 4 hectares in area. All of the adjoining lots are developed with single dwellings and associated sheds.

Coonoc Road is classified as a Rural Access Road and is constructed with a seal width of 5.5 metres.

It should be noted that the subject site is located within the Draft Traralgon West Structure Plan study area (part of the Traralgon Growth Areas Review project).

**HISTORY OF APPLICATION**

A history of assessment of this application is set out in Attachment 6.

The provisions of the Scheme that are relevant to the subject application are included in Attachment 7.

**ISSUES****Clause 32.03 Low Density Residential Zone (LDRZ)**

The subject land is contained within the Low Density Residential Zone of the Scheme. The primary purpose of the zone is *'to provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater'*. In accordance with the LDRZ provisions, a permit is required to subdivide land and each of the proposed lots must be at least 0.4 hectare. Given the site comprises 2.024 hectares in overall area, this allows Council to consider the subject application to subdivide the site into 0.4 hectare lots.

However, it should be noted that Clause 65 of the Scheme states that because a planning permit can be granted does not imply that a permit should or will be granted. Council must decide whether the proposal will produce acceptable outcomes in terms of the relevant provisions of the Scheme.

In accordance with Clause 32.03-3 of the Scheme, Council must consider decision guidelines of the LDRZ as follows, as appropriate:

- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*

- *The protection and enhancement of the natural environment and character of the area including the retention of vegetation and faunal habitat and the need to plant vegetation along waterways, gullies, ridgelines and property boundaries.*
- *The availability and provision of utility services, including sewerage, water, drainage, electricity, gas and telecommunications.*
- *In the absence of reticulated sewerage:*
  - *The capability of the lot to treat and retain all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.*
  - *The benefits of restricting the size of lots to the minimum required to treat and retain all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria).*
  - *The benefits of restricting the size of lots to generally no more than 2 hectares to enable lots to be efficiently maintained without the need for agricultural techniques and equipments.*
- *The relevant standards of Clauses 56.07-1 to 56.07-4 [which relate to integrated water management in subdivisions].*

An assessment of the application against the above has highlighted that wastewater and stormwater management as the key issues to be resolved. The subject land is located outside Gippsland Water's sewer reticulation district and all of the proposed lots would require on-site treatment and disposal of wastewater. Also, there is currently no supporting drainage or stormwater infrastructure in place in the Traralgon low density residential area.

### **Stormwater Management**

The stormwater management plan submitted by the applicant proposes that each lot be provided with a stormwater property connection which would connect to an underground piped drainage system. This would direct stormwater to a grassed swale and a proposed retarding basin to be located centrally across Lot 4. As submitted by the applicant, by the combination of a grassy swale and shallow grassy retarding basin, the stormwater would be treated to achieve the relevant objectives for environmental quality as set out in the Urban Stormwater Best Practice Environmental Guidelines (CSIRO) 1999. Following pre-treatment, flows would be limited to the pre-development level, then be forced to discharge from the basin over a weir length of at least 3 metres into the existing waterway which runs through the subject site.

The stormwater management plan also proposes the use of rainwater tanks on each allotment for the purpose of reuse through new dwellings (toilets and washing machine) and irrigation.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

It is proposed by the applicant that the maintenance of the drainage system within the land would be the responsibility of the Owners Corporation although maintenance of the grassed swale and the retarding basin would appear to be the responsibility of the owner of Lot 4.

Council's Infrastructure Planning Team has advised that whilst the stormwater drainage design is generally adequate, maintenance of the proposed drainage works is not satisfactory. This is because the proposed arrangement would require the owner of Lot 4 to undertake ongoing maintenance and liability of the stormwater treatment and detention system at their own cost. A more satisfactory arrangement would be for the Owners Corporation to be responsible.

In other words, should a planning permit be granted, appropriate conditions must be included to require all members of the Owners Corporation be responsible for the use, maintenance and liabilities associated with the shared drainage system in accordance with the stormwater management plan. The stormwater management plan should be enforced via a Section 173 Agreement registered on the title to each lot, to ensure that maintenance works would be undertaken after the subdivision is registered. The Agreement should set out obligations on the Owners Corporation and its members to maintain the shared drainage system. The stormwater management plan should be included as a schedule to the Agreement and therefore provide certainty to the land owners, the Owners Corporation and Council as to responsibilities for this drainage system. It is expected that once registered, the obligations associated with the Agreement would 'flow' through to each of the respective owners of the allotments created (Lots 1 – 5) and also the title issued for the Common Property. In addition, the final plan of subdivision submitted for certification should also include a drainage easement over the swale and retarding basin in favour of all lots on the plan of subdivision.

It should be noted whilst the West Gippsland Catchment Management Authority (WGCMA) has identified that a designated waterway runs through the property with proposed Lots 3, 4 & 5 being affected, they have consented to issuing a planning permit for the proposed subdivision based on the submitted stormwater management plan, with the 'Owners Corporation' arrangement as highlighted above (refer to Attachment 8 for a copy of WGCMA's response).

On the above basis, it is reasonable to consider that subject to appropriate conditions, the proposed stormwater drainage system would be able to operate efficiently to limit stormwater discharge from the site to pre-developed levels. The proposal is unlikely to have any adverse amenity impact on adjoining properties or on the environmental qualities of waterways, from excessive stormwater runoff.

## Wastewater Management

In terms of wastewater management, it should be noted the purpose and decision guidelines of the LDRZ emphasise the need to ensure that waste water can be treated and retained on site in accordance with the State Environment Protection Policy (Waters of Victoria) under the *Environment Protection Act 1970*.

A Land Capability Assessment was conducted by Land Safe (refer to Attachment 3) and the key findings of the assessment are as follows:

*'The most significant environmental constraints impacting upon the sustainable application to land of wastewater on the property are the low permeability of the subsoil and poorly drained subsoil. The presence of a swale and frequently saturated soil also present a constraint, but the effect of this swale and saturated soil only significantly impacts upon proposed Lot 4...*

*The Land Application Area LAA (note: LAA refers to areas that allowed treated domestic waste water to be managed entirely on site) for subsoil absorption trenches should be 635 square metres for a four bedroom home using 900L/day and 924m for a six bedroom home using 1260L/day. These LAAs include a 3m space between each absorption trenches which also acts as the reserve area, but does not include EPA setback distances. Absorption trenches are not considered appropriate in proposed Lot 4, given the constrained area available for wastewater dispersal with this method.*

*For subsurface irrigation a Design Irrigation Rate (DIR) of 2.86L/m<sup>2</sup>/day or 20mm/week has been assigned. The LAA with subsurface irrigation should be 559 square metres for a four bedroom home or 783 for a six bedroom home. This LAA does not include EPA setback distances. Subsurface irrigation with secondary treatment is the most suitable wastewater management option for proposed Lot 4.*

*There is generally sufficient area available on each proposed allotment for sustainable waste water application to land. Given the recommended setbacks from the swale, absorption trenches are not suitable for proposed Lot 4, only subsurface irrigation. Either absorption trenches or surface irrigation must be used in each of the other four proposed allotments'.*

As highlighted above, the findings contained in the Land Capability Assessment are not without limitations. More specifically, the recommended Land Application Areas (LAAs) for subsurface irrigation with secondary treated wastewater and for subsoil absorption trenches with primary treated wastewater calculated in the assessment do not take into account setback distances specified in EPA publication - Onsite Wastewater Management Code of Practice.



**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

It should be noted however that the recommended LAAs above have been used to inform the extent of wastewater envelopes as proposed under this subdivision (refer to Attachment 5).

According to the relevant EPA's guidelines, even when onsite wastewater systems are properly designed, installed and maintained, a residual environmental and public health risk always remains. The consequence of failing systems varies and depends upon the particular site and the sensitivity of the environment surrounding the site.

To minimize that residual risk, onsite waste water systems must be installed in a way that allows for a 'buffer' or 'setback distance' between the system and the surrounding environment. In accordance with EPA's draft Code of Practice – Onsite Wastewater Management 891.3, the setback distance for onsite wastewater system in unsewered areas (i.e. including the subject area) from waterway for secondary treated wastewater system is approximately 20 to 30 metres. The relevant section of the draft Code of Practice is included as Attachment 11 of this report.

It should be noted that the West Gippsland Catchment Management Authority (WGCMA) has identified that a designated waterway runs through the property with proposed Lots 3, 4 & 5 being affected (refer to Attachments 8 & 9). The stormwater management plan submitted with the application further confirms the function of this 'waterway', by proposing that stormwater be discharged from the proposed retarding basin into this existing waterway.

Based on the location of the designated waterway as identified by the WGCMA (refer to Attachment 9), it appears that the wastewater envelope (or Land Application Areas for subsurface irrigation with secondary treated wastewater) of Lot 4 would not be able to provide adequate buffer distance of at least 20-30 metres from the waterway on the land, in accordance with the relevant EPA's Code of Practice.

The relevant EPA's guidelines also state that Council may increase setback distances where it considers that the residual risk to public health and the environment are too high. Council may also reduce setback distances where it considers that the residual risk to public health and the environment is negligible. In either case, Councils may seek advice from relevant authorities and stakeholders before making such a decision.

The application was referred to the EPA for consideration. EPA, being the responsible authority administering the EPA Act, generally questions the ability of the site being able to sustainably treat and contain wastewater within the boundary of the property. EPA does not support Council issuing a planning permit for the proposal (refer to Attachment 10).

It should be noted that the application was also referred internally to Environmental Health team for consideration and Council's Health Officers generally acknowledge concerns raised by the EPA.

For the reasons outlined above, it is considered that the proposal is inconsistent with the purpose of LDRZ, as it has failed to demonstrate that wastewater would be capable of being treated and contained within the boundary of the site in accordance with the relevant EPA's guidelines and Code of Practice.

**Traralgon West Interim Infrastructure Development Policy (TW Interim Policy) 11 POL-2**

Pursuant to Section 60(1A)(g) of the Act, before deciding on an application, the responsible authority, if the circumstances appear to so require, may consider any other strategic plan, policy statement, code or guideline which has been adopted by a Minister, government department, public authority or municipal council.

In this case, the Traralgon West Interim Infrastructure Development Policy (TW Interim Policy) 11 POL-2 is applicable.

The TW Interim Policy applies to approximately 180 hectares of Low Density Residential zoned land to the west of Traralgon (or known as Traralgon West Low Density Residential Precinct). The subject site falls within this precinct.

This policy, adopted by Council on 7 February 2011, outlines the process by which Latrobe City Council will consider further subdivision of land within the Traralgon Low Density Residential Precinct, pending:

- Resolution and construction of agreed road and stormwater infrastructure services to be provided for the precinct;
- Mitigation of potential detriment to downstream landholders resulting from increased stormwater volumes;
- Establishment of an appropriate framework to assure the equitable distribution and sequencing of landowner financial contributions to agreed road and stormwater infrastructure services;
- Resolution of opportunities for the immediate and long term provision of medium density residential development within the LDRZ precinct.

Before deciding on an application to subdivide land, the responsible authority must also consider:

- *The directions of this policy [TW Interim Policy];*
- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;*

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

- *The Decision Guidelines provided by the Latrobe Planning Scheme at Clause 32.03-3 and Clause 65;*
- *The need to prevent the subdivision of land which may compromise future opportunities for future residential development within the precinct;*
- *Whether the proposal will result in increased stormwater volumes being generated and whether this is likely to have an adverse impact on other property’;*
- *Whether a stormwater management plan has been submitted and that the plan is to the satisfaction of the responsible authority;*
- *Whether each proposed lot has a legal point of vehicle access via a government road;*
- *Consideration of any management plan or infrastructure contribution scheme being prepared for the precinct; and*
- *The need to include a condition requiring specified works or services to be provided or paid for in accordance with an agreement under Section 173 of the Planning and Environment Act 1987. The 173 Agreement is to be prepared to ensure:*
  - *present and future landowner awareness of the possible higher density residential development occurring within the Traralgon LDRZ precinct’; and*
  - *Financial contributions are provided for the provision of future stormwater and road infrastructure within the Traralgon LDRZ precinct.*

As issues regarding stormwater and waste management have already been discussed above, the relevant decision guidelines of the TW Interim Policy that need to be further considered by Council are those relating to impact of the proposal on future opportunities for residential development within the TW precinct (or fragmentation of potential future residential land).

### **Inconsistency with the State and Local Planning Policies & Fragmentation of potential future residential land**

The land is located outside the Traralgon township boundary identified in the Traralgon Structure Plan at Clause 21.05. There are Clauses which acknowledge the need to protect land on the outskirts of the town boundary in the event that this is to be required for future growth of the town. In particular, Clause 11.02-1 of the Scheme aims to restrict low density rural residential development that would compromise future development at higher densities. Also, 21.04-3 of the Scheme generally discourages further rural living or low density residential development on the fringes of the major towns where land is designated as a long-term urban growth corridor.

In addition, Council's draft Traralgon Growth Area Review report and draft Traralgon West Structure Plan have identified that there are some significant constraints associated with future residential development of Traralgon. In particular, the floodplain associated with Latrobe River located to the north of the town, the proposed Traralgon bypass to the south of the town, and the airfield and coal buffer to the west of the town restrict the ability for growth in these directions. Areas to the east and west of Traralgon (including the subject land) therefore represent opportunities for future growth for the town, and ad-hoc subdivisions should be avoided to provide maximum opportunity for future residential development.

The subject land has been identified as being located within a 'proposed conventional residential' area, in accordance with Council's draft Traralgon West Structure Plan.

Whilst the proposed subdivision will potentially assist with the short term provision of low density residential lots, it restricts the potential for a higher density lot yield in the future.

On the above basis, it is considered that to create five additional lots will result in a long term detrimental impact on potential future residential growth of Traralgon, given the existing development constraints around the town boundaries. The proposal will restrict the orderly planning of future growth for the town and may hinder the capabilities for well planned, sustainable growth of the town.

It should be noted that the subject land has also been identified as being partly located within the Australia Paper Buffer area as per Council's draft Traralgon West Structure Plan. Given the nature of this proposal, it is considered that the land would not be unreasonably affected by the odour emissions from the existing Australia Paper Facility and is therefore generally suitable for higher density development.

In relation to financial contributions (i.e. last dot point of TW Interim Policy), it should be noted that this issue has not been considered as part of the assessment of this application. This is because specific requirements of financial contributions have not been determined by Council at this stage, pending to outcome of the Traralgon Growth Areas Review project.

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

As a result of the notification process, the application received four submissions (including submissions from the WGCMA and EPA). The issues raised in the submissions were as follows:

1. Stormwater and wastewater runoff

Comment:

Issues in relation to stormwater and wastewater runoff have been discussed above.

It is considered that subject to inclusion of appropriate permit conditions, the proposed stormwater drainage design is generally satisfactory, in terms of restricting stormwater flows from the subdivision to pre-development levels.

In relation to the wastewater issue, based on the information submitted with the application, it is questionable as to whether the on-site wastewater arrangement could be achieved on each lot in accordance with the relevant EPA regulations. The residual environmental and public health risk associated with the proposed on-site waste water system is of a concern.

It should be noted that as part of Council's Traralgon Growth Review Project, it has been identified that significant scope exists in the overall Traralgon West area to cater for future growth in terms of sewage treatment. This is because upon completion of the Gippsland Water Factory, it will be able to treat up to 35 million litres of domestic and industrial wastewater daily when fully operational. There is potential for the Traralgon West area to be serviced by reticulated sewerage in the future.

2. Implications of the Australian Paper Buffer

EPA highlighted in its submission to Council that the subject site is located within the 5 km Australia Paper Buffer area. EPA is of the view that the subject site is likely to be affected by amenity reducing impacts, in terms of odour emission from the Australian Paper Mill operation. To protect both residents and industry alike, EPA is generally against further intensification of residential areas within the Australian Paper buffer zone.

It should be noted that as part of the Traralgon Growth Review project, Council Officers are in the process of working with both the Australian Paper Mill and EPA to determine an appropriate buffer zone based on odour emissions and context of the area. A defined buffer zone has not been established at this stage.

**FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal (VCAT).

Council would also be exposed to risk if the wastewater system proposed by the applicant was not adequately maintained, and the consequence of failing system varies and depends upon the particular site and the sensitivity of the environment surrounding the site.

**INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

**Notification:**

In accordance with the notice requirements of Section 52(1) of the Act, notice was provided to adjoining property owners and occupiers of the proposal and a sign was displayed on the site for 14 days.

**External:**

In accordance with the referral requirements of Section 55 of the Act, the application was referred to Telstra, SP AusNet Pty Ltd, Gippsland Water and GasNet for consideration.

The application was also referred to the WGCMA and EPA in accordance with Section 52 of the Act.

WGCMA provided consent to the granting of a planning permit subject to a range of conditions. EPA does not support Council issuing a planning permit for the proposed subdivision.

**Internal:**

The application was referred internally to Council's Infrastructure Planning team for consideration. Council's engineers do not object to the proposal.

Details of Community Consultation following Notification:

Following the advertising and referral of the application, one objection to the application was received.

As requested by the applicant, a mediation meeting was not held. However, written response was provided by the applicant to address concerns raised by the objector. The written response was forwarded to the objector for consideration.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

### OPTIONS

Council has the following options in regard to this application:

- 1 Issue a Notice of Decision to Grant a Planning Permit: or
- 2 Refuse to Grant a Planning Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

### CONCLUSION

The proposal is considered to be:

- The proposal is inconsistent with Clauses 11.02-1 (Supply of Urban Land) and 21.04-3 (Rural Living Overview) of the Scheme by facilitating an inappropriate low density residential subdivision on land that is designated as a long-term urban growth corridor. The proposal would compromise future development at higher densities and restrict the orderly planning of future growth for Traralgon.
- The proposal is considered to be inconsistent with the purpose and decision guidelines of the Clause 32.03 (Low Density Residential Zone), in terms of failing to demonstrate the capability of the lots to treat and retain all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.
- The proposal is considered to be inconsistent with Clause 65.02 (Decision Guidelines).
- The proposal is inconsistent with Council's Traralgon West Interim Infrastructure Development Policy 11 POL-2.

#### **Attachments**

1. Site Context Plan
2. Proposed Plan of Subdivision
3. Land Capability Assessment
4. Stormwater Management Plan
5. Building and Wastewater Envelopes
6. History of Assessment
7. Relevant Planning Scheme Provisions
8. Referral Response from West Gippsland Catchment Management Authority
9. Location of Designated Waterway
10. Referral Response from Environment Protection Authority
11. EPA Code of Practice - On Site Wastewater Management Draft 891.3
12. Objections

**RECOMMENDATION**

- 1 That Council issues a Refusal, for the five lot subdivision at 85 Coonoc Road Traralgon (or more particularly described as Lot 7 on Plan of Subdivision 86033), on the following grounds:
  - The proposal is inconsistent with Clause 11.02-1 (Supply of Urban Land) and Clause 21.04-3 (Rural Living Overview) of the Scheme by facilitating an inappropriate low density residential subdivision on land that is designated as a long-term urban growth corridor. The proposal would compromise future development at higher densities and restrict the orderly planning of future growth for Traralgon.
  - The proposal is considered to be inconsistent with the purpose and decision guidelines of the Clause 32.03 (Low Density Residential Zone), in terms of failing to clearly demonstrate the capability of the lots to treat and retain all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.
  - The proposal is considered to be inconsistent with Clause 65.02 (Decision Guidelines).
  - The proposal is inconsistent with Council's Traralgon West Interim Infrastructure Development Policy 11 POL-2.

**ALTERNATE MOTION**

1. **That this item be deferred for two weeks so that information provided by the applicants can be assessed by Councillors.**
2. **That Councillors be provided with preliminary information on the costings and feasibility of running a piped drain from the precinct to Riddles Creek.**

**Moved:** Cr Harriman

**Seconded:** Cr Gibson

**That the Motion be adopted.**

**CARRIED UNANIMOUSLY**



## 16.2

### PLANNING PERMIT APPLICATION 2012/038 - FIVE LOT SUBDIVISION AT 85 COONOC ROAD TRARALGON

1	Site Context Plan .....	259
2	Proposed Plan of Subdivision .....	261
3	Land Capability Assessment .....	263
4	Stormwater Management Plan.....	313
5	Building and Wastewater Envelopes .....	315
6	History of Assessment.....	317
7	Relevant Planning Scheme Provisions.....	319
8	Referral Response from West Gippsland Catchment Management Authority .....	321
9	Location of Designated Waterway .....	325
10	Referral Response from Environment Protection Authority .....	327
11	EPA Code of Practice - On Site Wastewater Management Draft 891.3 .....	329
12	Objections .....	331


SITE CONTEXT PLAN  
85 COONOC ROAD, TRARALGON  
LOT 7 PS86033  
W & A BECKER



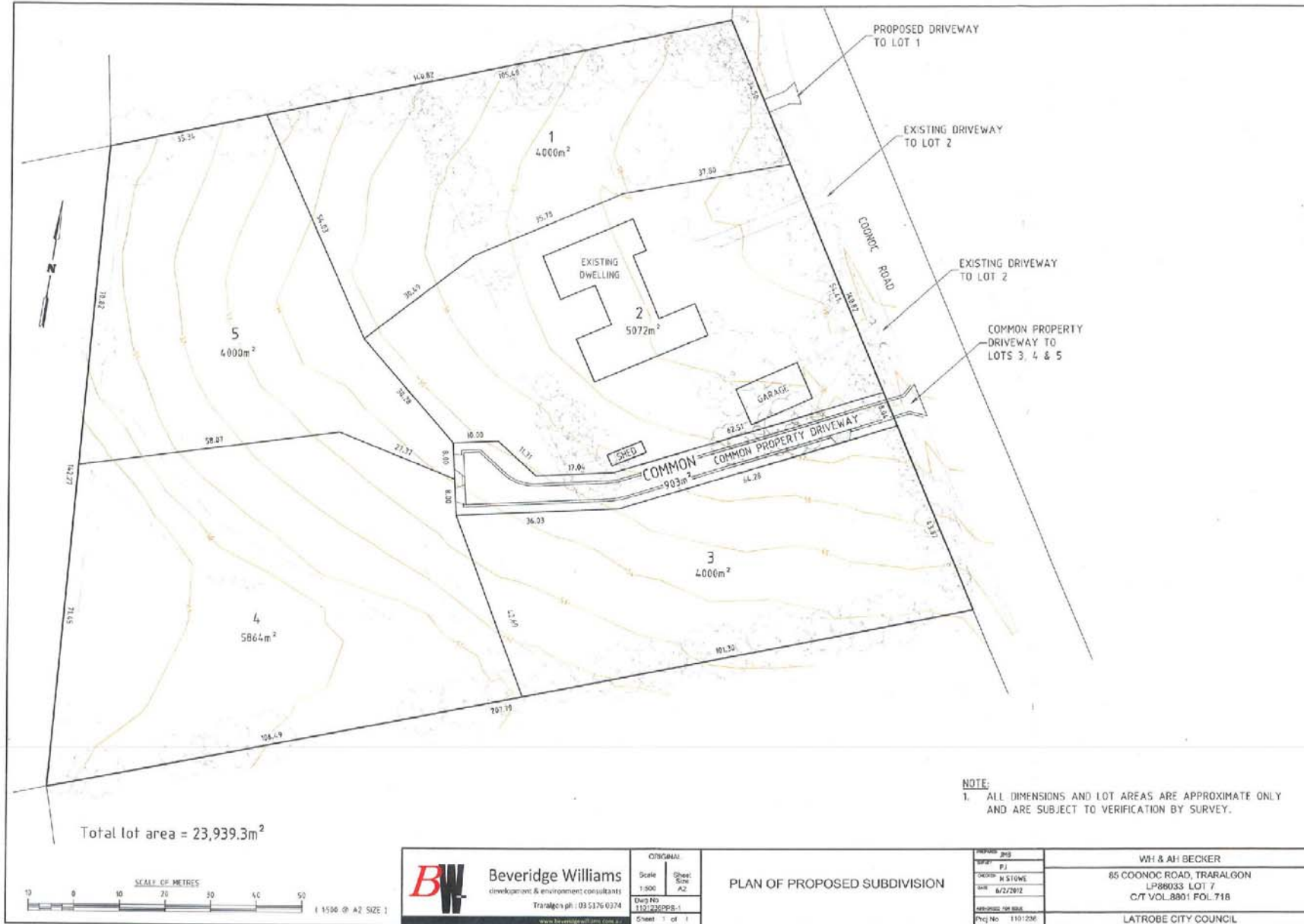
 SUBJECT SITE



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SCALE 1:5000  
  
LENGTHS ARE IN METRES  
(SHEET SIZE A4)

REF: 1101236



LAND CAPABILITY ASSESSMENT  
FOR ON-SITE DOMESTIC WASTEWATER MANAGEMENT  
OFA  
PROPOSED FIVE LOT SUB-DIVISION AT  
85 COONOC ROAD TRARAGLON

*for*

W & A Becker  
&  
Beveridge Williams & Co. Pty Ltd

*By*  
G.D Marriott, *B Ag Sc*



*Land Safe is a Division of Ag-Challenge Consulting Pty Ltd*  
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Warragul, Victoria, 3820

*(20 January 2012)*



## LCA – 85 Coonoc Road – Traralgon – Becker

**Contents**

Executive Summary of Land Capability Assessment.....	4
1. Introduction .....	6
2. The Development and Key Features of the Property .....	6
3. Soil Assessment and Site Constraints.....	12
3.1 <i>Soil and Geological Reference Material</i> .....	12
3.2 <i>Soil Chemical and Physical Analysis</i> .....	12
3.3 <i>Soil Permeability</i> .....	14
3.4 <i>Site Constraints</i> .....	14
4. Interpretation of Field Results for On-Site Wastewater Dispersal .....	15
4.1 <i>Required Area for Subsoil Absorption Trenches</i> .....	16
4.2 <i>Required Area for Subsurface Irrigation</i> .....	17
4.3 <i>Details of Sand Filters &amp; Reed Beds</i> .....	18
4.3.1 Sand filter .....	18
4.3.2 Rootzone reedbed .....	20
4.4 <i>Setback Distances and Reserve Areas</i> .....	21
5. Conclusion and Recommendations .....	23
Appendix 1 Soil Profile Descriptions .....	25
Appendix 2A Soil Hydraulic Conductivity Talsma-Hallam Method.....	27
Appendix 2B How Soil Moisture Conditions Impact on Soil Hydraulic Conductivity Measurement .....	30
Appendix 3A Water Balance – Absorption Trenches – Four Bedrooms .....	33
Appendix 3B Water Balance – Absorption Trenches – Six Bedrooms .....	34
Appendix 4A MAV Water Balance – Subsurface Irrigation – Four bedrooms .....	35
Appendix 4B MAV Water Balance – Subsurface Irrigation – Six bedrooms .....	36
Appendix 5 Nutrient Balance – Irrigation .....	37
Appendix 6 EPA Setback Distances.....	38
Appendix 7 EPA Design Flow Rates .....	40
Appendix 8 DLR and DIR Tables from AS/NZS 1547:2000 .....	41
Appendix 9 Estimating Coefficient of Run-off .....	44
Appendix 10 Soil Laboratory Chemical Analysis .....	45
Appendix 11 Southern Rural Water Waterway determination flow chart .....	46

LCA – 85 Coonoc Road – Traralgon – Becker

**Executive Summary of Land Capability Assessment**

Site Address	85 Coonoc Road Traralgon
Lot Number	Lot 7 LP86033
Owner/Developer	W & A Becker
Council	Latrobe City Council
Property Zoning	Low Density Residential Zone
Land and Proposed Allotment size & Present Land Use Total Property: 2.39393 ha	Lot 1 – 4000 m <sup>2</sup> ; Vacant Lot 2 – 5024 m <sup>2</sup> ; Existing 6 bedroom house Lot 3 – 4000 m <sup>2</sup> ; Vacant Lot 4 – 5864 m <sup>2</sup> ; Vacant Lot 5 – 4000 m <sup>2</sup> ; Vacant
Anticipated Wastewater Load	New - Four bedroom home with standard fixtures: (4 bedroom + 1) Therefore 5 x 180 L = 900 L/day  Existing - Six bedroom home with standard fixtures: (6 bedroom + 1) Therefore 7 x 180 L = 1260 L/day
Rainfall: Evaporation:	Estimated by calculation to be 840 mm per annum Estimated to be 1182 mm per annum
Surface Water	There is a swale in the south west corner of the property. This depression is not considered to be a watercourse despite being shown as watercourse in Figure 1. This swale does not meet any of the parameters used to define a waterway by Southern Rural Water (Appendix 11) and is therefore not considered by definition a watercourse. There are no clearly defined bed and banks, nor is it fed by a groundwater spring. The catchment area of the swale has been calculated at 20 ha which is well below the 60 ha specified by SRW. While there is no watercourse, the south west corner is likely to be regularly waterlogged and as such a setback to wastewater LAAs of 15 m is recommended as a precautionary measure. This setback maybe reduced to 7.5 m if the wastewater is treated to a secondary standard and applied to land with pressure compensated subsurface irrigation.
Groundwater	The surface soil was saturated throughout the low lying south western corner of the property. The soil colour in this area suggests that waterlogging is frequent and as such no wastewater LAA should be located in the low lying south west corner of the property (Figure 8). This significantly impacts upon the area available for wastewater application to land in proposed Lot 4, but there is still adequate high ground available in Lot 4 for wastewater application.
Stormwater run-on and upslope seepage	Stormwater should be diverted away from the LAA by diversion drains installed above the LAA (Figure 4). These drains will prevent stormwater run-on and up slope seepage from impacting upon the LAA.
Site drainage and subsurface drainage	Given the anticipated low soil permeability, site drainage is likely to be an issue during prolonged periods of wet weather. The use of stormwater diversion drains around the LAA and sizing the LAA based upon nutrients and water balance will ensure the LAA is sized according to the local climate and nutrient load.
Subsoil Permeability (K <sub>sat</sub> ) at 350 – 600 mm	Not measured but estimated to be ~ 0.06 m/day based upon previous measurements at Kay Road, Traralgon.

## LCA – 85 Coonoc Road – Traralgon – Becker

Design Irrigation Rate (DIR) for subsurface irrigation & required Land Application Area (LAA)	DIR = 20 mm/week or 2.9 mm/day  LAA of 559 m <sup>2</sup> – New 4 bedroom home LAA of 783 m <sup>2</sup> – Existing 6 bedroom home  <b>Subsurface irrigation with secondary treated wastewater is required on proposed Lot 4 given the constrained area available for wastewater management.</b>
Design Loading Rate (DLR) for absorption trenches & required Land Application Area (LAA)	DLR = 28 mm/week or 4 L/m <sup>2</sup> /day  LAA of 635 m <sup>2</sup> – New 4 bedroom home LAA of 924 m <sup>2</sup> – Existing 6 bedroom home  <b>Absorption trenches with primary treated wastewater are not suitable for Lot 4 given the constrained area available for wastewater management.</b>
Exchangeable Sodium Percentage (ESP)	11 % (40 – 50 cm): Soil is sodic and gypsum must be applied at 2 kg/m <sup>2</sup>
Dispersion Index (Loveday-Pyle)	16 (40 – 50 cm): significant dispersion, to be minimised with gypsum application. gypsum is required at a rate of 2 kg/m <sup>2</sup>
<b>Most significant environmental factor impacting upon sustainable wastewater land application –</b>  <b>Low subsoil permeability &amp; restricted deep drainage</b>  <b>Swale &amp; saturated soil in the south west corner</b>	A water balance has been used to size the LAA that takes into account the anticipated low subsoil permeability and local climate. The wastewater will be applied at a suitably low rate, to ensure sustainable wastewater land application. Due to the low permeability of the subsoil, site drainage presents a significant constraint and this will be enhanced with the installation of upslope diversion drains, which must be installed around each wastewater LAA to intercept surface water run-on and up-slope seepage.  The swale and frequently saturated soil in the south west corner of the property must not be used for the application to land of wastewater. As an additional precautionary measure a setback distance to all LAAs of 15 m from this swale is recommended. Where wastewater is treated to a secondary standard and applied to land with subsurface irrigation the setback to the swale may be reduced to 7.5 m. These setbacks have been derived from the EPA guidelines which apply to cuttings or escarpments.



## 1. Introduction

Land Safe<sup>1</sup> has been engaged by Beveridge Williams & Co Pty Ltd on behalf of their client W & A Becker to complete a Land Capability Assessment (LCA) for a proposed five Lot subdivision at 85 Coonoc Road, Traralgon (Lot 7 LP86033).

The owners propose to subdivide the existing 2.9393 ha property into five allotments. Proposed Lot 2 is to retain the existing six bedroom residence. Town water is available but no town sewer.

The field investigation for this LCA was conducted by Glenn Marriott and Pauline McPherson of Land Safe on the 24<sup>th</sup> November 2011. Glenn is a Level 2 Certified Professional Soil Scientist (CPSS) and specialised in soil and wastewater management.

This LCA has been commissioned to determine whether each of the allotments are capable of treating and dispersing domestic wastewater to land in an environmentally sustainable manner in accordance with both EPA Victoria and Latrobe City Council requirements.

Should the land be deemed suitable, the size of the designated wastewater Land Application Area (LAA) on each allotment will be calculated according to the estimated soil permeability, in conjunction with Municipal Association of Victoria (MAV) water and nutrient balances.

The size of the LAAs will be determined on the basis of the wastewater being treated to a primary standard and absorption trenches used as the land application method along with treatment of the wastewater to a secondary standard (20/30) and subsurface irrigation used as the land application method. The options of a Sand filter or Reed bed have been included as low maintenance alternatives to Aerated Wastewater Treatment Systems (AWTS) for treatment of domestic wastewater up to a secondary standard for use in subsurface irrigation systems.

## 2. The Development and Key Features of the Property

A brief description of the property and each allotment has been presented in Table 1. The entire unsubdivided 2.39393 ha retained land shall hereby be referred to as the property and is shown as an aerial photo in Figure 1. The spatial arrangement of proposed five Lot subdivision are shown in Figure 2. Where reference is made to a specific allotment it will be referred to by the specific proposed allotment number.

There are currently three separate wastewater treatment and dispersal systems (3 septic tanks and 3 sets of absorption trenches) servicing the existing 6 bedroom home and workshop/garage. The systems servicing the house collect black water only, with grey water discharged directly to the paddock untreated. Each of these three systems will have to be

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<sup>1</sup> Land Safe is the joint trading name of van de Graaff & Associates Pty Ltd, based in Mitcham, and Ag-Challenge Consulting Pty Ltd, based in Warragul. Robert van de Graaff and Tony Pitt are the Principals of Land Safe.

## LCA – 85 Coonoc Road – Traralgon – Becker

disconnected as part of the proposed subdivision as they will not be located within the property boundaries of proposed Lot 2. The existing six bedroom home will require a new wastewater treatment and dispersal system to treat and disperse all domestic wastewater (both black and grey water will need to be connected to this system).

Table 1. Property description

Site Address	85 Coonoc Road Traralgon
Lot and Plot Number	Lot 7 LP86033
Owner/Developer	W & A Becker
Council	Latrobe Shire Council
Property Zoning and Planning Overlays	Low Density Residential Zone
Land and Proposed Allotment size & Present Land Use	Lot 1 – 4000 m <sup>2</sup> ; Vacant Lot 2 – 5024 m <sup>2</sup> ; Existing 6 bedroom house Lot 3 – 4000 m <sup>2</sup> ; Vacant Lot 4 – 5864 m <sup>2</sup> ; Vacant Lot 5 – 4000 m <sup>2</sup> ; Vacant
Total Property size: 2.39393 ha	
Domestic Water Supply	Each allotment will have access to town water
Anticipated Wastewater Load	Maximum anticipated from the vacant allotments - based on a four bedroom home with standard fixtures: (4 bedroom + 1) Therefore 5 x 180 L = 900 L/day  Maximum anticipated from the existing residence - based on a six bedroom home with standard fixtures: (6 bedroom + 1) Therefore 7 x 180 L = 1260 L/day
Availability of Sewer	The subdivision will be unsewered.

The 2.39393 ha property was assessed according to the environmental factors that may limit or prevent sustainable wastewater application to land on the property according to the Municipal Association of Victoria (MAV) Land Capability Assessment Template. The significant environmental features of the property are presented in Table 2.

## LCA – 85 Coonoc Road – Traralgon – Becker

Table 2. Significant environmental features of the property

Feature	Description
Rainfall	<b>Estimated by calculation to be 840 mm</b> - The mean annual rainfall for Traralgon has been estimated from Met Stations at Morwell (La Trobe Valley Airport), Yallourn and Yallourn SEC.
Evaporation	<b>Estimated to be 1182 mm</b> - The mean annual Class A pan evaporation level is estimated from Yallourn SEC Met Station.
Vegetation	Mostly pasture. Native eucalypts occur along the northern boundary and Cypress along the southern boundary.
Landform	Dissected terrace of a former depositional plain.
Slope	The property has a convex slope towards the west at a gradient of between 5 and 9 % (measured with a hand held clinometer).
Fill	None observed.
Erosion Potential	No erosion was observed on site. Erosion potential is seen as negligible as all slopes are gentle. Erosion is not considered to be an issue.
Surface Water	There is a broad based concave depression (swale) in the south west corner of the property. This swale does not meet any of the parameters used to define a waterway by Southern Rural Water and is therefore not considered by definition a watercourse (Appendix 11). There are no clearly defined bed and banks, nor is it fed by a groundwater spring. The catchment area of the swale has been calculated at 20 ha which is well below the 60 ha specified by SRW. While there is no watercourse, the south west corner is likely to be regularly waterlogged and as such a setback to wastewater LAAs of 15 m is recommended as a precautionary measure as shown in Figure 8. This setback maybe reduced to 7.5 m if the wastewater is treated to a secondary standard and applied to land with pressure compensated subsurface irrigation. These setbacks have been derived from the EPA guidelines which apply to cuttings or escarpments (Appendix 6).
Groundwater	The permanent groundwater table is not expected to come within 2 m of the surface within proposed allotments 1, 2, 3 & 5 and within the area deemed suitable to wastewater dispersal in proposed allotment 4. The surface soil was saturated throughout the low lying south western corner of the property, which is the area of allotment 4 which is not suitable for wastewater dispersal (Figure 8). The soil colour in this area suggests that waterlogging is frequent and as such no wastewater LAA should be located in the low lying south west corner of the property. This significantly impacts upon the area available for wastewater application to land in proposed Lot 4, but there is still adequate high ground available in Lot 4 for wastewater application.
Stormwater run-on and upslope seepage	Stormwater should be diverted away from the LAA by diversion drains installed above the LAA (Figure 4). These drains will prevent stormwater run-on and up slope seepage from impacting upon the LAA.
Site drainage and subsurface drainage	Given the anticipated low soil permeability, site drainage is likely to be an issue during prolonged periods of wet weather. The use of stormwater diversion drains around the LAA and sizing the LAA based upon nutrients and water balance will ensure the LAA is sized according to the local climate and nutrient load.

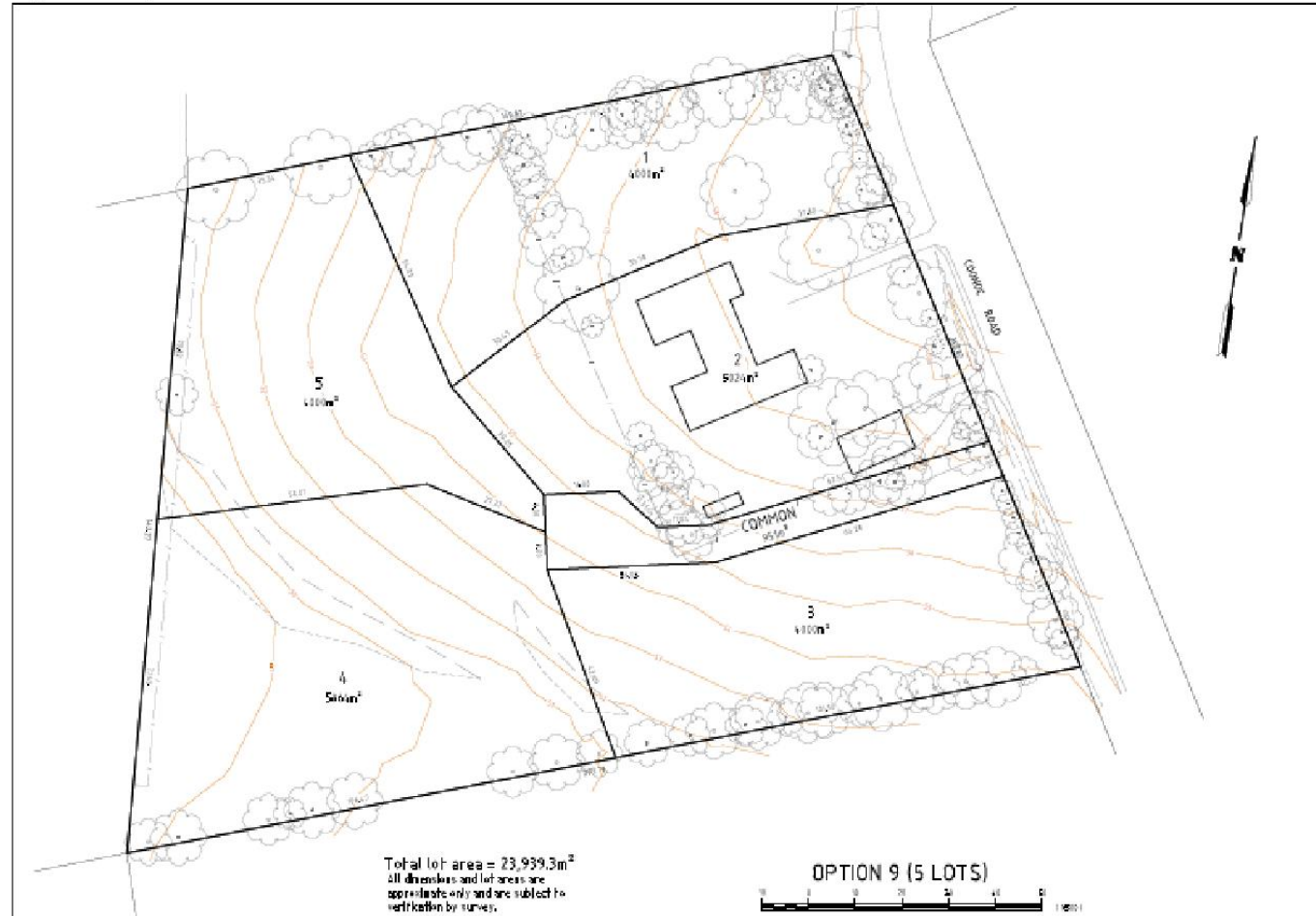
LCA – 85 Coonoc Road – Traralgon – Becker

Figure 1. Aerial photo showing the property boundary (white). *NOTE: Blue line denoting the presence of a watercourse is considered incorrect.*



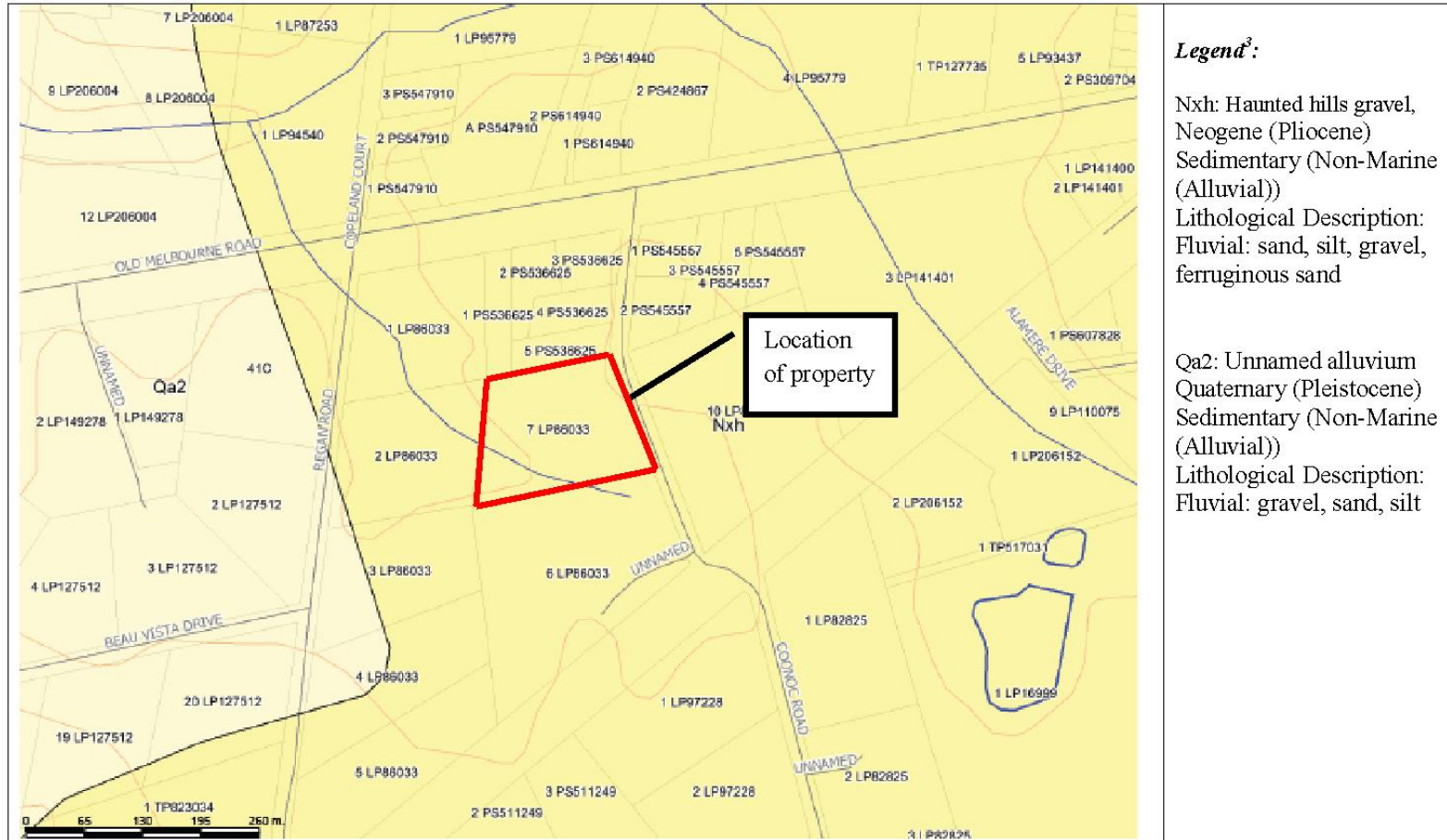
LCA – 85 Coonoc Road – Traralgon – Becker

Figure 2. Proposed Subdivision Plan.



LCA – 85 Coonoc Road – Traralgon – Becker

Figure 3. Geology map<sup>2</sup>



<sup>2</sup> Geovic Website: <http://mapshare2.dse.vic.gov.au/MapShare2EXT/imf.jsp?session=49969> – Accessed 11 January 2012

<sup>3</sup> Vandenburg, A.H.M., 1997. WARRAGUL SJ 55-10 Edition 2, 1:250 000 Geological Map Series. 1:250,000 geological map. Geological Survey of Victoria.

### 3. Soil Assessment and Site Constraints

The soils of the property have been assessed for their suitability for the application of domestic wastewater. The soil is a consistent yellow brown sodic duplex across the property. Soils were classified according to Australian/New Zealand Standard (AS/NZS 1547:2000). A complete soil profile description is included in Appendix 1.

A soil sample was taken from site 1 (location defined in Appendix 1) at a depth of 40 to 50 cm below the surface for laboratory analysis of physical and chemical properties likely to affect wastewater application. The full set of laboratory results is included in Appendix 10, with a summary of the pertinent parameters included in Section 3.2.

#### 3.1 Soil and Geological Reference Material

A regional geological map of the property and the surrounding Traralgon area has been included in Figure 3. This gives an indication of the surface geology and shows that this region is in a depositional area. The site itself is situated on Neogene fluvial deposits of sand, silt, gravel and ferruginous sand which corresponds with the observations made during the site investigation.

#### 3.2 Soil Chemical and Physical Analysis

Full soil chemical and physical analysis results are provided in Appendix 10 for a soil sample taken from a depth of 40 – 50 cm. The following is a discussion of the soil chemical and physical parameters likely to impact on the soils ability to disperse wastewater in a sustainable manner. A summary of the soil features is included in Table 3.

- The pH subsoil (40 – 50 cm) is moderately acidic at pH 6.1<sub>(1:5 water)</sub> and no action is required as this pH is suitable for the growth of most plants and gypsum will still work effectively.
- The Exchangeable Sodium Percentage (ESP) of the subsoil (40 – 50 cm) is 11 % and therefore sodic. There is a high risk that these soils will disperse upon application of sodium-rich but low salinity domestic wastewater based upon the dispersion index value of 16 on a scale of zero to 16. Gypsum **must** be applied to minimise loss of soil permeability under the application of wastewater. The application of gypsum at a rate of 2 kg/m<sup>2</sup> to the wastewater LAA is recommended. This will assist in the creation and maintenance of soil structure and enhance soil permeability.
- The calcium magnesium ratio of 0.2 at a depth of 40 – 50 cm is very low and should be closer to 4 to ensure plant health and soil structural stability. The application of gypsum at a rate of 2 kg/m<sup>2</sup> will provide additional calcium to lift this ratio.

## LCA – 85 Coonoc Road – Traralgon – Becker

- The level of soil salinity as measured by the electrical conductivity ( $EC_{1.5}$ ) of the subsoil is 0.1 dS/m, which is a low level of salinity and indicates that most of the salts have been removed from the soil profiles during rain events.
- The phosphorus binding capacity is moderate based upon the Phosphorus Binding Index (PBI) value of 228. This indicates that the soil has a high ability to bind and lock up a phosphorus applied in the wastewater, preventing it from being mobilised through the soil profile. The soils PBI has been taken into account in the nutrient balance in Appendix 5.

**Overall these soils are capable of sustainable wastewater application provided gypsum is applied at a rate of 2 kg/m<sup>2</sup> in order reduce the soils tendency to slake and disperse.**

Table 3. Soil features: Yellow brown duplex

Soil Feature	Description
Soil Depth	Soil depth estimated to be at least 2 m.
Coarse Fragments	None.
Soil Permeability ( $K_{sat}$ ) of the subsoil between 350 mm – 600 mm	<b>Not measured but estimated to be ~ 0.06 m/day based upon previous measurements at Kay Road, Traralgon.</b>
Soil Category (AS/NZ1547:2000)	5
Design Irrigation Rate (DIR) for subsurface irrigation & required Land Application Area (LAA)	DIR = 20 mm/week or 2.9 mm/day LAA of 559 m <sup>2</sup> – New 4 bedroom home LAA of 783 m <sup>2</sup> – Existing 6 bedroom home
Design Loading Rate (DLR) for absorption trenches & required Land Application Area (LAA)	DLR = 28 mm/week or 4 L/m <sup>2</sup> /day LAA of 635 m <sup>2</sup> – New 4 bedroom home LAA of 924 m <sup>2</sup> – Existing 6 bedroom home
Soil pH (1:5 water)	6.1 (40 – 50 cm): Moderately acidic soil pH, no action required
Exchangeable Sodium Percentage (ESP)	11 % (40 – 50 cm): Soil is sodic and gypsum must be applied at 2 kg/m <sup>2</sup>
Electrical Conductivity (EC)	0.1 dS/m (40 – 50 cm): Low level of salinity of little concern
Calcium Magnesium ratio	0.2 (40 – 50 cm): Very low value should be closer to 4 for desirable plant growth and soil structural stability, should be increased with gypsum.
Dispersion Index (Loveday-Pyle)	16 (40 – 50 cm): significant dispersion, to be minimised with gypsum application. gypsum is required at a rate of 2 kg/m <sup>2</sup>



### 3.3 Soil Permeability

Soil permeability ( $K_{sat}$ ) was not measured onsite due to the saturated soil conditions present and as such the soil water conditions required for the Talsma-Hallam method were not met. The essential condition for any *in situ* test method for soil permeability is that there be no soil saturation between the soil surface and at least 0.5 m below the bottom of a test hole. This condition was not fulfilled when the fieldwork took place. Appendix 2B has been included to explain the theory behind *in situ* soil permeability tests.

In October 2008 a set of seven soil permeability measurements were conducted in similar soils nearby on Kay Street, Traralgon (LP141401). The geometric mean  $K_{sat}$  value recorded was 0.07 m/day and is considered representative of the soils on this property on Coonoc Road. The same soil type, yellow brown sodic duplex soil, is present on the Kay Street property.

Temporary intermittent saturated soils and perched water tables are a normal and common occurrence across Victoria and do not preclude the land from being suitable for the application to land of domestic wastewater, provided wastewater is applied at a suitable rate. It is recommended that the design loading rate be calculated based upon a category 5 soil from AS/NZS 1547:2000.

### 3.4 Site Constraints

The site was assessed according to the environmental factors that may limit or prevent sustainable wastewater dispersal on the site according to the MAV Land Capability Assessment Template.

The broad based drainage line (swale) and land subject to frequent waterlogging in the south west corner of the property (Figure 8), presents a constraint to the location of wastewater LAA in proposed Lot 4 as no wastewater should be applied in this area. While the swale does not meet any of the criteria for a waterway according Southern Rural Water (Appendix 11), it is recommended that a 15 m setback from this swale be implemented if wastewater is treated to a primary standard and applied to land with absorption trenches. This setback may be reduced to 7.5 m if wastewater is treated to a secondary standard and applied to land with pressure compensated subsurface irrigation. The land to the south west of the drainage line is unsuitable for wastewater application and no LAA should be positioned in this area. The LAA in proposed Lot 4 must be located on the elevated land to the north east of the allotment as shown in Figure 8. The remaining area available for the house, driveway and shedding in allotment 4 will be significantly restricted. The recommended setbacks from the edge of the swale also impact upon proposed Lot 3, but to a lesser extent than Lot 4.

The wastewater LAAs will need to be protected against heavy or prolonged periods of rain by the installation of upslope diversion drains (as shown in Figure 4). These will not only divert surface water away from the LAAs but will also be effective in intercepting any lateral seepage from upslope.

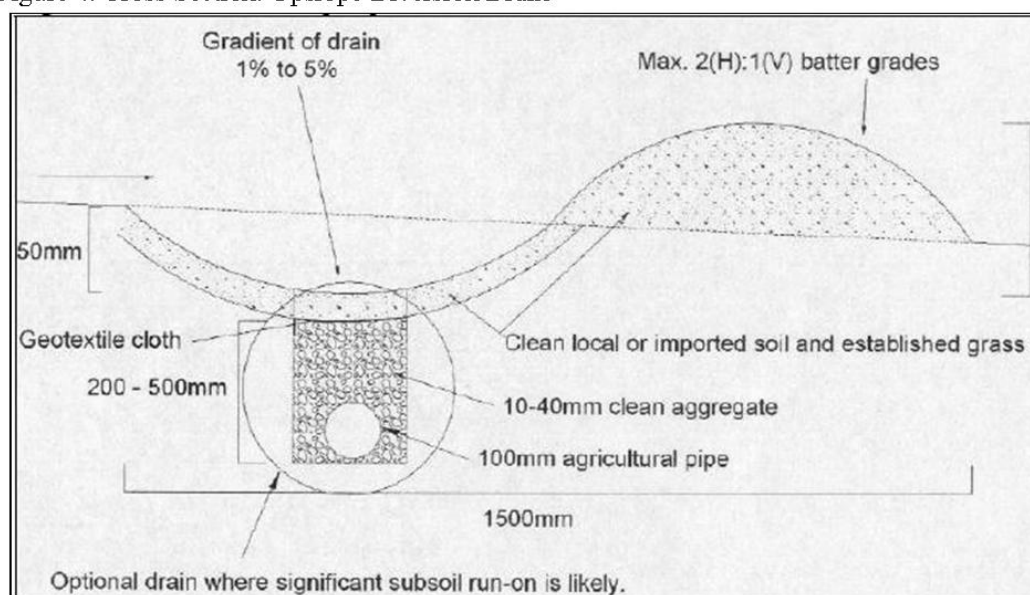
## LCA – 85 Coonoc Road – Traralgon – Becker

Rainwater tanks should be installed for new dwellings to collect rainwater from the roofs for use in the home and garden irrigation. This will reduce stormwater runoff. The overflow from tanks and runoff from impervious surfaces should be diverted away from wastewater LAAs.

Site drainage may be restricted over winter by the limited subsoil permeability. By sizing the LAA with a water balance using a low wastewater loading rate and local climatic data the impact of poor site drainage can be overcome.

The soils are considered sufficiently permeable for the application of domestic wastewater through either subsurface irrigation or absorption trenches. The use of absorption trenches is not possible in Lot 4 given the requirement for a 40 m setback from the drainage line and land subject to frequent waterlogging.

Figure 4. Cross Section: Upslope Diversion Drain<sup>4</sup>



#### 4. Interpretation of Field Results for On-Site Wastewater Dispersal

According to “Table 4.2 A1 of AS/NZS 1547:2000 standard soil categories” found in Appendix 8 of this report, the soil type identified on the property can be classed as category 5, based on the geometric mean  $K_{sat}$  value of 0.07 m/day recorded in a similar soil type at Kay Road, Traralgon.

For subsurface irrigation the  $K_{sat}$  value corresponds to a conservative Design Irrigation Rate (DIR) of 20 mm/week or 2.86 L/m<sup>2</sup>/day for secondary treated wastewater.

<sup>4</sup> Domestic Wastewater Management Technical Workshop – Centre for Environmental Training – Baw Baw Shire Council 4 December 2006

## LCA – 85 Coonoc Road – Traralgon – Becker

For absorption trenches the  $K_{sat}$  value corresponds to a conservative Design Loading Rate (DLR) of 28 mm/week or 4 L/m<sup>2</sup>/day for primary treated wastewater.

Gypsum should be applied to all Land Application Areas (LAAs) at a rate of 2 kg/m<sup>2</sup>. This should be applied to the base of absorption trenches during construction or otherwise to the soil surface after subsurface irrigation lines have been installed.

#### 4.1 Required Area for Subsoil Absorption Trenches

The appropriate absorption trench length for a subsoil absorption system has been determined with a water balance constructed by Dr Robert Patterson<sup>5</sup> with a conservative DLR of 4 L/m<sup>2</sup>/day. The length of absorption trench required for new four bedroom homes has been determined based upon a daily design flow rate of 900 L/day and for the existing six bedroom home using 1260 L/day.

According to the water balance in Appendix 3A a total trench length of 194 m is required to adequately disperse 900 L/day of wastewater generated by a four bedroom dwelling on town water (assuming a trench depth of 400 mm and width of 700 mm). A total absorption trench length of 272 m is required for the existing six bedroom home (Appendix 3B).

These water balances take into account soil absorption from the trench base and also 250 mm up the sides of each wall. This means that the water balance allows for storage of effluent in the trench of up to 250 mm in depth, which still allows 150 mm between the highest water mark and the surface with 400 mm deep trenches. This aspect has been factored in to allow for the varying water level in the trench and the absorption potential of the trench side walls.

To ensure an even application of wastewater to the area it is beneficial to apply the effluent via multiple lengths of trench, no greater than 30 m each in length. Table 4 has been included to detail the recommended absorption trench configurations for four and six bedroom homes. The use of 3 m spacings between trenches negates the need for the allocation of a reserve wastewater LAA<sup>6</sup>, as additional absorption trenches can be installed between the existing trenches, or else a subsurface irrigation system could be installed in the same area after some soil remediation. Subsurface irrigation would also require treatment of the wastewater up to a secondary standard. This is discussed in Section 4.2.

Table 4. Recommended absorption trench configurations for four and six bedroom homes. Assumes trench widths of 0.7 m and 3 m of undisturbed soil between absorption trenches.

No. of Trenches	Total Trench length required	Individual Trench length	Width of LAA	Total LAA required
7	194 m	27.7 m	22.9 m	635 m <sup>2</sup>
10	272 m	27.2 m	34 m	924 m <sup>2</sup>

<sup>5</sup> R.A. Patterson (2006) Water balance spreadsheet derived from water balance included in Table G1, AS 1547:1994. Lanfax Labs Armidale, NSW.

<sup>6</sup> EPA Onsite Newsletter No. 11 (30 September 2009) issued by Sarah West Onsite Wastewater Program Manager

The amount of area available for absorption trenches in proposed allotment 4 is significantly restricted by the area of land in the south west corner which is considered unsuitable and the recommended 15 m setbacks from the swale as shown in Figure 8. There is likely to be insufficient land available in proposed allotment 4 for absorption trenches with primary treated wastewater, with the construction of a house, garage, shedding and driveway. Wastewater in allotment 4 will need to be treated up to a secondary standard and applied to land with subsurface irrigation.

#### **4.2 Required Area for Subsurface Irrigation**

Wastewater applied to land using subsurface irrigation must be treated to a secondary (20/30) standard<sup>7</sup>. Wastewater may be treated to a 20/30 standard by a number of methods and a full list of EPA approved wastewater treatment systems is available on the EPA Victoria website<sup>8</sup>. Sand filters and Reed bed filters have been included in this report as low maintenance alternatives to Aerated Wastewater Treatment Systems (AWTS).

Pressure compensated subsurface irrigation of wastewater ensures even distribution across the entire LAA, maximising the uptake of nutrients. One of the most significant advantages of subsurface irrigation is that the LAA can easily be installed in irregular shapes and potentially in multiple irrigation areas. This increases the flexibility in positioning the LAA and enables use of the wastewater for irrigation of either garden or lawn. Secondary treatment and subsurface irrigation also has the advantage of reduced setback distances of up to 50 % thus further increasing its versatility.

Instead of disposing of unwanted wastewater, secondary treatment and subsurface irrigation can become an asset by providing a supplement to conventional garden and lawn watering systems.

The MAV water and nutrient balances which appear in Appendix 4 and 5 respectively calculate the size of the LAA on the most limiting factor, assuming no winter storage. The water and nutrient balances determine the area required to sustainably disperse their respective components. The larger wastewater land application area predicted by either the water or the nutrient balances is the land application area to be adopted, as this becomes the limiting parameter.

The MAV method predicts that a four bedroom dwelling on town water (900 L/day) requires a LAA of 559 m<sup>2</sup> to adequately disperse the wastewater. A LAA of 783 m<sup>2</sup> is required for the existing 6 bedroom home using 1260 L/day.

Secondary treatment and subsurface irrigation avoids the need for a reserve area<sup>9</sup>.

<sup>7</sup> Secondary standard wastewater (20/30) requires treatment to 20 mg/L of Biological Oxygen Demand (BOD) and 30 mg/L of Suspended Solids (SS).

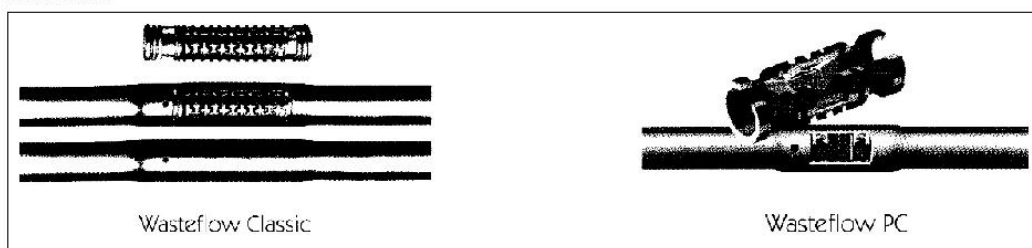
<sup>8</sup> EPA Victoria online : Wastewater treatment systems with Certificates of Approval  
<http://epanote2.epa.vic.gov.au/epa/septic.nsf/2830336ba1417b774a25664a002344d5?OpenView>

<sup>9</sup> EPA Victoria (2008) Guidelines for Environmental Management – Onsite Wastewater Management Code of Practice. Document No. 891.1

LCA – 85 Coonoc Road – Traralgon – Becker

The most significant advantage of subsurface irrigation is that it enables greater flexibility when determining the location of the LAA. Figure 5 has been included to demonstrate a typical subsurface irrigation line.

Figure 5. A typical pressure compensated subsurface irrigation line taken from Wasteflow brochure.



#### 4.3 Details of Sand Filters & Reed Beds

There are some disadvantages associated with AWTS's, including the continuous need for electrical power and maintenance to be carried out every three months by an accredited person<sup>10</sup>.

- Sand filter beds require annual maintenance by an accredited person or servicing agent<sup>11</sup>, but still use electric pumps to ensure even effluent distribution over the sand, and for irrigation to land.
- Rootzone Reed beds require four maintenance visits by an accredited person or servicing agent in the first year, and annual maintenance thereafter<sup>12</sup>.

The options of a Sand filter and a Rootzone Reed Bed have been included in this report as alternatives to an AWTS for the treatment of effluent up to a secondary standard.

##### 4.3.1 Sand filter

A typical pressurised sand filter system involves the primary treated effluent being collected in a 500 L dosing chamber after leaving the septic tank. From the dosing tank the effluent is pumped to the sand filter bed [7 m x 4 m and 1.4 m deep for 900 L/day (4 bedrooms) and 10 m x 4 m and 1.4 m deep for 1260 L/day] and then returned to a 500 L dispersal tank, before being pumped to irrigation or absorption trenches. The sand filter is normally covered with a thin layer of topsoil with lawn allowed to grow over the top. The area would then blend into the surrounds and can be easily mown over with the rest of the lawn. Figure 6 has been included to demonstrate the components and layout of a typical sand filter bed<sup>13</sup>.

<sup>10</sup> EPA Victoria (2002) – Guidelines for Environmental Management – Guidelines for On-site Aerated Wastewater Treatment Systems. Domestic Wastewater Management Series. Document No. 760 Page 39

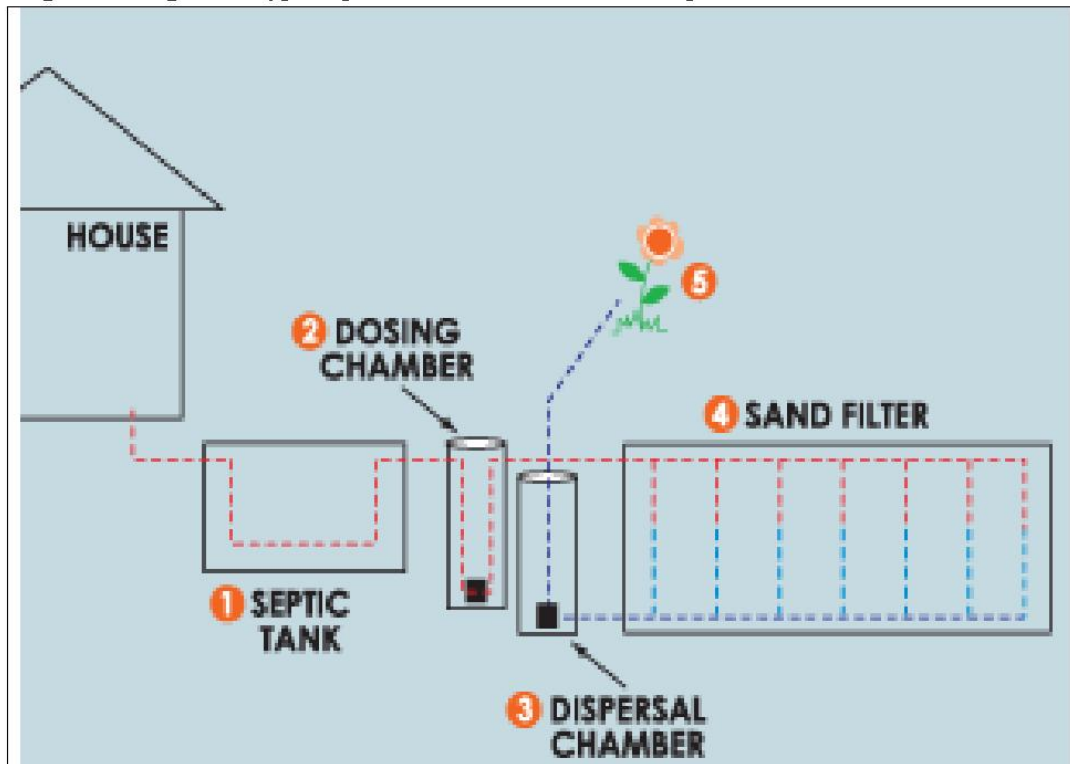
<sup>11</sup> EPA Victoria (2003) Certificate of Approval Sand Filters. CA 1.3/03

<sup>12</sup> EPA Victoria (2009) Certificate of Approval Rootzone. CA 103/09

<sup>13</sup> Valley Septics Sand Filter - <http://www.valleyseptics.com.au/Sand%20Filter.htm> Accessed 17 Jan 2008

LCA – 85 Coonoc Road – Traralgon – Becker

Figure 6. Diagram of typical pressurised sand filter bed components.



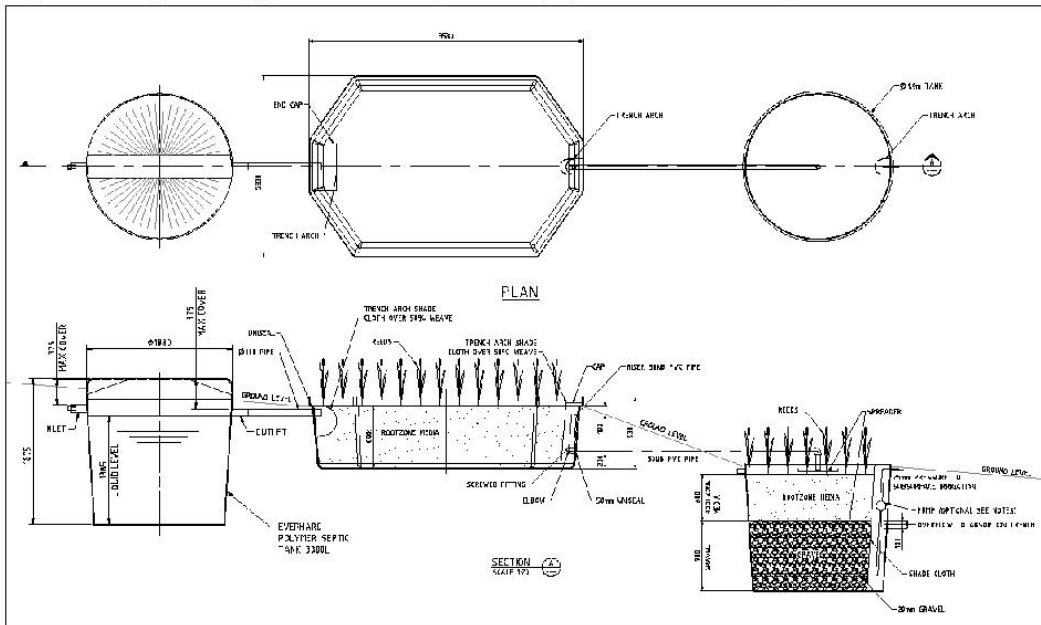
LCA – 85 Coonoc Road – Traralgon – Becker

**4.3.2 Rootzone reedbed**

The Rootzone reed bed system consists of two different reed beds - a horizontal reed bed and a vertical reed bed (Figure 7). Primary treated effluent from the septic tank (minimum capacity of 3000 L) flows into the front end of the first reed bed (constructed in a 930 mm deep tub with the base 800 mm below ground level) and flows horizontally through the filter media. Effluent traversing this filter exits the bed near the base and flows into the top of the vertical reed bed (constructed in a 3000 L tank containing filter media to a depth of 600 mm on top of 900 mm of gravel), where it flows vertically through the filter media into the gravel storage area below.<sup>14</sup>

A suitably sized pressure pump is located in the exit well of the vertical filter for distribution of the treated effluent to the subsurface irrigation system. An emergency outlet pipe is installed above the gravel section to enable effluent to enter a short (10 m) subsoil absorption trench in the event of electricity disruption or pump failure. Reed beds are designed to retain effluent for five to seven days to allow for ideal secondary treatment before irrigation occurs. The Rootzone reed bed 1200P model would be the most appropriate model for a four or six bedroom home as it is suitable for up to 6 occupants regardless of the wastewater volume (wastewater just becomes less concentrated as volume increases). The 1200P model is required when effluent must be pumped between the two reed beds, which is a requirement for level sites.

Figure 7. Diagram of typical reed bed (Rootzone) system for secondary treatment.



<sup>14</sup> EPA Victoria (2009) Certificate of Approval Rootzone. CA 103/09

#### **4.4 Setback Distances and Reserve Areas**

The recommended Land Application Areas (LAAs) for subsurface irrigation with secondary treated wastewater and for subsoil absorption trenches with primary treated wastewater calculated in this report do not take into account setback distances specified in EPA publication 891.2 Onsite Wastewater Management Code of Practice<sup>15</sup>. These setback distances have been included in Appendix 6.

According to this code, wastewater LAAs receiving primary treated wastewater must be located 6 m upslope or 3 m downslope of buildings or property boundaries. This means that when these set back distances are taken into account the LAA will need to be 6 m wider and 9 m longer. EPA specifies that setback distances can be reduced by 50 % if wastewater is to be treated to a secondary standard and applied to land via pressure compensated subsurface irrigation.

A reserve area has not been allocated for absorption trenches, as the 3 m space of undisturbed soil between each trench may act as a reserve area if required. Alternatively the wastewater may be treated up to a secondary standard and a new subsurface irrigation system installed over the existing absorption trenches after some soil remediation.

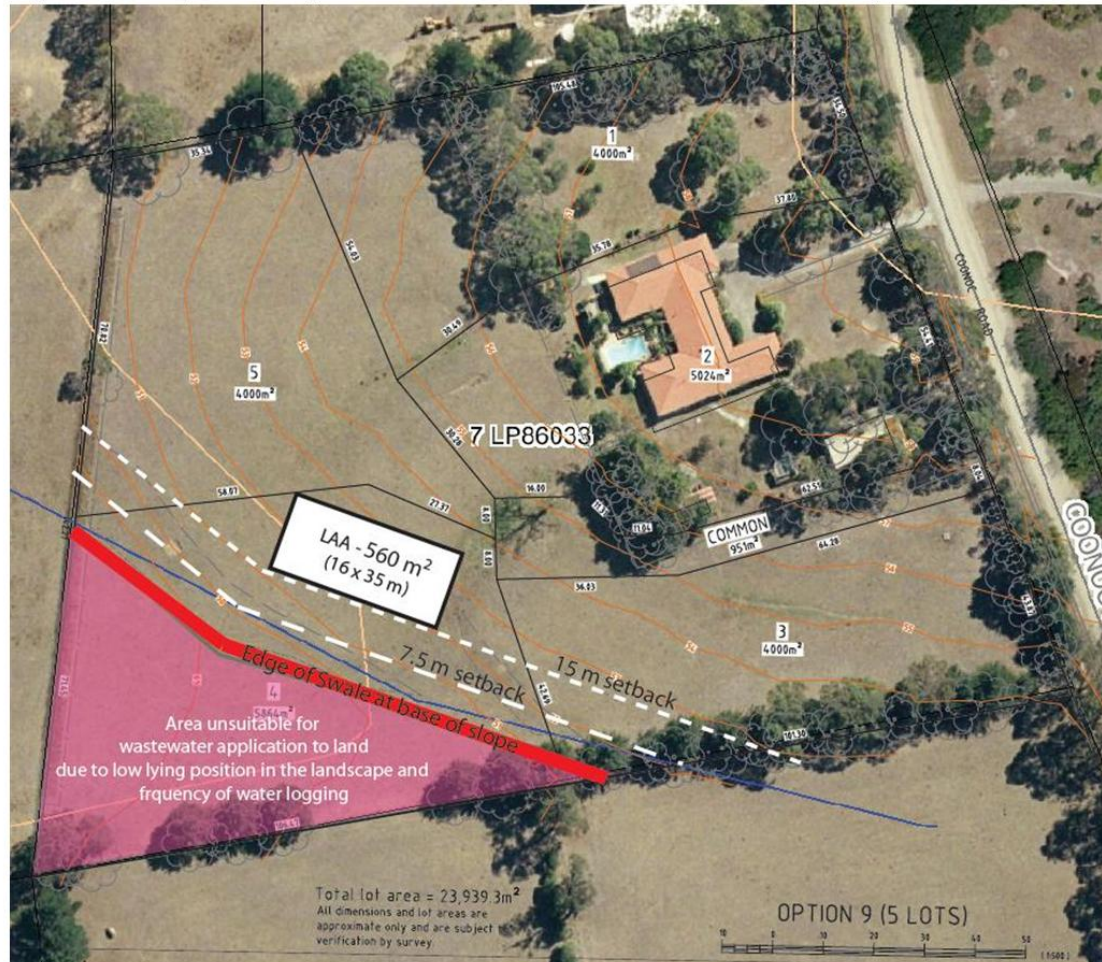
It is recommended that setbacks of 15 m to the commencement of the swale and land subject to waterlogging be implemented on this property. This setback may be reduced to 7.5 m where wastewater is treated up to a secondary standard and applied to land with subsurface irrigation. This setback is based upon that which applies to a cutting or escarpment according to EPA guidelines in Appendix 6.

<sup>15</sup> EPA Victoria (December 2008) Guidelines for Environmental Management – Onsite Wastewater Management Code of Practice. Document No. 891.2



LCA - 85 Coonoc Road - Traralgon - Becker

Figure 8. Aerial photo with plan of subdivision overlay. *Recommended setbacks from swale and indicative location of wastewater LAA.*



## 5. Conclusion and Recommendations

The most significant environmental constraints impacting upon the sustainable application to land of wastewater on this property are the low permeability of the subsoil and poorly drained subsoil. The presence of a swale and frequently saturated soil also present a constraint, but the effect of this swale and saturated soil only significantly impacts upon proposed Lot 4 (Figure 8).

- The low permeability of the subsoil has been overcome with the use of a water balance to take into account climate and a low design wastewater application rate. The low wastewater application rate will ensure the low subsoil permeability is not exceeded. Gypsum **must be applied** at a rate of 2 kg/m<sup>2</sup> to all Land Application Areas (LAAs) to overcome the soil sodicity and to improve the drainage characteristics of the subsoil. The gypsum will improve the soil structure and promote deep percolation and treatment of wastewater through the soil profile.
- Site drainage will be improved by the installation of diversion drains upslope and around each LAA. Upslope diversion drains are recommended to provide protection to the LAA from surface water run-on and upslope seepage, which are both likely on this property.
- The duplex soils on this property have subsoils which are sodic and likely to disperse when sodic and slightly saline domestic wastewater is applied. For this reason gypsum is recommended at a rate of 2 kg/m<sup>2</sup> to protect soil permeability in wastewater application areas.
- The swale and low lying land in the south west corner of the property are unsuitable for the application to land of wastewater. Land Safe considers that this swale does not meet any of the criteria for a waterway used by Southern Rural Water (eg no defined bed or banks, not spring fed, catchment area less than 60 ha). As a precautionary measure however it is recommended that a setback of 15 m to LAAs upslope of this swale be implemented. This setback may be reduced to 7.5 m where wastewater is treated to a secondary standard and applied to land with pressure compensated subsurface irrigation.

Soil permeability ( $K_{sat}$ ) was not able to be measured using the Talsma-Hallam constant head method on the day of the site visit due to the saturated soil conditions which have been common across Gippsland in the past 12 months. A  $K_{sat}$  value of 0.07 m/day from seven permeability tests conducted on a similar soil type on Kay Road, Traralgon has been used as the anticipated soil permeability. This permeability is acceptable for the application to land of domestic wastewater, by either absorption trenches with primary treated wastewater or subsurface irrigation with secondary treated wastewater.

All LAAs in this report have been sized taking into account both water and nutrient balance requirements.

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LCA – 85 Coonoc Road – Traralgon – Becker

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For absorption trenches a conservative Design Loading Rate (DLR) of 4 L/m<sup>2</sup>/day or 28 mm week has been assigned. The Land Application Area (LAA) for subsoil absorption trenches should be 635 m<sup>2</sup> for a four bedroom home using 900 L/day and 924 m<sup>2</sup> for a six bedroom home using 1260 L/day. These LAAs include a 3 m space between each absorption trenches which also acts as the reserve area, but does not include EPA setback distances. Absorption trenches are not considered appropriate in proposed Lot 4, given the constrained area available for wastewater dispersal with this method.

For subsurface irrigation a Design Irrigation Rate (DIR) of 2.86 L/m<sup>2</sup>/day or 20 mm/week has been assigned. The LAA with subsurface irrigation should be 559 m<sup>2</sup> for a four bedroom home or 783 m<sup>2</sup> for a six bedroom home. This LAA does not include EPA setback distances. Subsurface irrigation with secondary treatment is the most suitable wastewater management option for proposed Lot 4.

There is sufficient area available on each proposed allotment for sustainable wastewater application to land. Given the recommended setbacks from the swale, absorption trenches are not suitable for proposed Lot 4, only subsurface irrigation. Either absorption trenches or subsurface irrigation may be used in each of the other four proposed allotments.

Stormwater diversion drains must be installed around all LAAs so as to protect them from excess surface and subsurface water. Rainwater tanks should be installed to collect rainwater from all dwellings. All excess stormwater must be diverted away from wastewater LAAs.

The septic tanks and absorption trenches currently servicing the existing 6 bedroom home will need to be disconnected and all wastewater directed to a new wastewater management system in accordance with the recommendations in this report.

LCA – 85 Coonoc Road – Traralgon – Becker

**Appendix 1 Soil Profile Descriptions**

W &amp; A Becker

Coonoc Road, Traralgon

24 November 2011

Site No.1 GPS Co-ordinates - S38°12.106' E146°29.776 (DATUM Aus Geod 66)

Soil Type: Yellow brown duplex

- Centre of property
- Pasture
- Gradient 5-9 % (measured with a hand held clinometer, convex slope towards the west)

Horizon	Depth (cm)	Description
A1	0-15	Dark brown (10YR 3/3). Sandy clay loam, crumb structure. Worms present.  <i>—Clear change—</i>
A2	15-30	Mottles of Greyish brown (10YR 5/2 & 10YR 5/30). Sandy loam, weak structure.  Soil saturated at depth.  <i>—Abrupt change—</i>
B1	30-80	Mottles yellow brown (10YR 5/8) and dark grey (10YR 4/1). Medium clay. Plant roots.  <i>—Gradual change—</i>
B2	80-110	Brownish Yellow (10YR 6/8). Minor mottles of yellowish red (5YR 5/8). Light clay.  <i>—Hole terminated—</i>

**Soil profile as seen at site 1****Site 2 – South west corner of property**

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LCA – 85 Coonoc Road – Traralgon – Becker

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**Soil similar to site 1.**



Soil saturated at the surface and soil colour significantly more grey and soil texture more silty than at site 1. Also to B1 clay soil horizon.

## Appendix 2A Soil Hydraulic Conductivity Talsma-Hallam Method

### SOIL PERMEABILITY MEASUREMENT - CONSTANT-HEAD TEST<sup>16</sup>

#### INTRODUCTION

The Constant head method described here for measuring soil permeability *in-situ*, is described in more detail in Appendix 4.1F of the Australian/New Zealand Standard AS1547: 2000.

This method can be used for sizing effluent dispersal systems. The permeameter described below is suitable for a soil permeability range of  $1 \times 10^{-7}$  to  $3 \times 10^{-4}$  m/sec ( $\approx 0.009$  to 26 m/day). With certain modifications it can also be used for permeabilities less than  $1 \times 10^{-7}$  m/sec.

#### TEST METHODOLOGY

##### 1 Scope

In a constant head test, the water that runs out of an unlined test hole is replenished at the same rate from a reservoir, and one measures the loss of water from the reservoir over time. During this test the head of water in the hole remains the same, and a well-versed mathematical model can be used to calculate  $K_{sat}$  from the measurement.

##### 2 Apparatus

The following is required to carry out soil permeability tests using the constant head method;

- (a) soil auger of 75 to 100 mm diameter,
- (b) permeameter and tripod as illustrated in Figure 1,
- (c) anti scouring device,
- (d) suction flask,
- (e) stopwatch and field data sheets,
- (f) water container.

##### 3 Procedure

Excavate the required number of holes to 50 cm depth<sup>17</sup>, spacing holes over required area. Record the depth of the holes. Remove most of the loose earth at the bottom of the hole by hand.

Measure depth of hole and adjust tripod on permeameter to maintain 25 cm head of water in hole. Record the height of the head.

Place anti scouring device in hole and fill hole with water to approximately 25 cm depth soak test holes until the water infiltration is not influenced by the dryness of the soil, and record time of soaking

Fill permeameter with water, invert and place into hole so that water flows out of base. To the start test, suck water out of hole using suction flask apparatus until first air bubble appears. Set stop watch to 0.00 and start recording drop in solution reservoir (in cm) over time. Five minute intervals enable 8 tubes to be measured, with tubes read 30 seconds apart in 4 minutes. The time should be adjusted if the drop in the water level is too rapid. With very high infiltration rates, each tube is read separately to its finish.

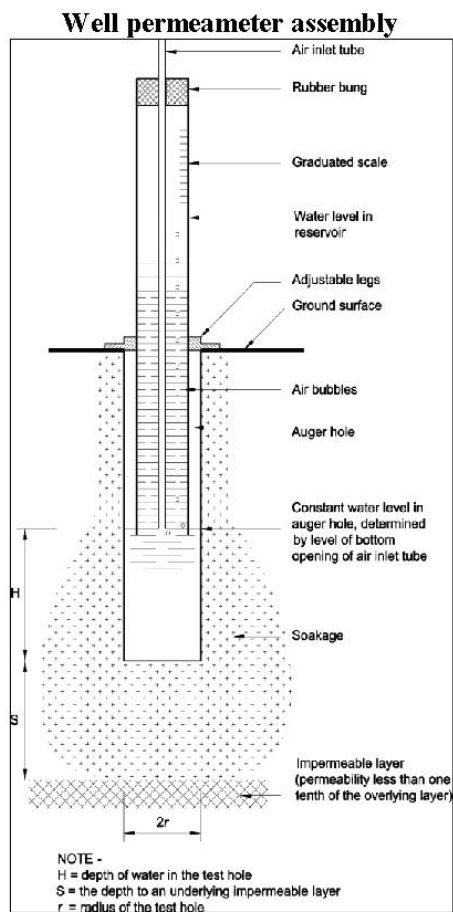
Record drop in water level in the reservoir using the field sheet (see next page) until it becomes

<sup>16</sup> As per procedure in AS 1547:2000

<sup>17</sup> The depth of hole and height of head may be varied for particular situations, and the depths should be recorded to ensure the calculations are performed correctly.

## LCA – 85 Coonoc Road – Traralgon – Becker

“constant”, i.e. the last drop differs by less than 10% of the preceding drop.



#### 4 Calculations

Calculate the soil hydraulic conductivity according to the equation;

$$K_{\text{sat}} = 4.4 Q [0.5 \sinh^{-1}(H/2r) - \sqrt{\{(r/H)^2 + 0.25\}} + r/H] / 2\pi H^2$$

Where

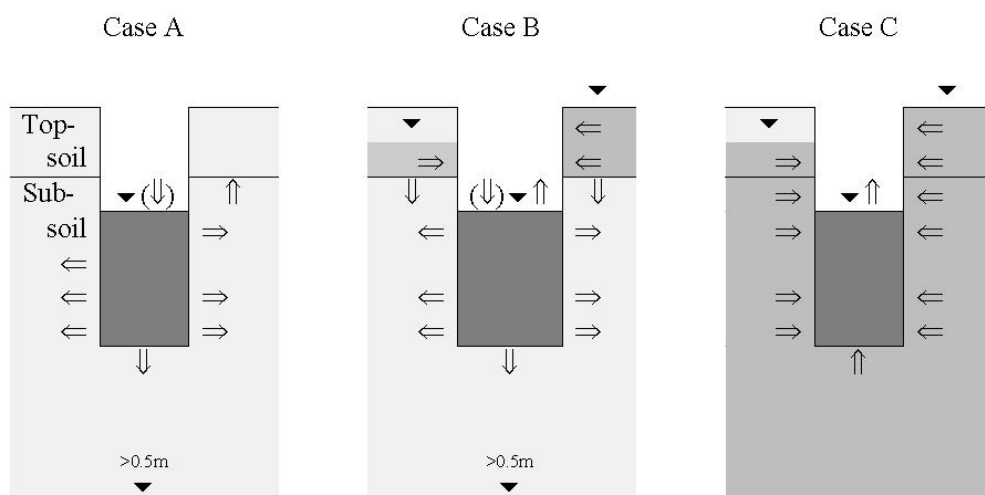
- |                  |   |  |
|------------------|---|--|
| $K_{\text{sat}}$ | = | saturated hydraulic conductivity of the soil in cm/min.  |
| 4.4              | = | correction factor for a systematic under-estimate of soil permeability in the mathematical derivation of the equation, |
| Q                | = | rate of loss of water from the reservoir in $\text{cm}^3/\text{min}$ ,   |
| H                | = | depth of water in the test hole in cm,   |
| r                | = | radius of the test hole in cm.   |





## Appendix 2B How Soil Moisture Conditions Impact on Soil Hydraulic Conductivity Measurement

Soil moisture conditions and their possible seasonal variations as they affect soil permeability and soil percolation tests.



← ⇒	Directions of water flow
↑ ↓	(↓) Applies only to the falling head percolation test. The water level in the hole stays at the pre-set level in a constant head permeability test.
▼	Indicating position of the free water surface (water table).
	Dry or moist but not saturated soil.
	Saturated soil.
	Water in the test hole.

### **Case A:**

This represents the appropriate conditions where soil permeability tests or percolation tests can succeed. A true groundwater table occurs at least 0.5 m below the bottom of the test hole. The test method is a so-called ‘above the water table test’. The surrounding soil exerts a capillary attraction on the water in the test hole and a stable infiltration rate occurs when the soil ‘mantle’ immediately around the hole is saturated and controls the rate of infiltration. The soil further out is still unsaturated and continues to exert a capillary pull. If a constant head test method is used, the reservoir from which water is added to the test hole will show a constant rate of depletion. With the old percolation test method – a falling head method – the rate of lowering of the water level in the hole becomes constant also. The permeability that is measured is  $K_{sat}$ , the permeability of the saturated soil. This permeability is used to size effluent disposal systems.

### **Case B:**

A perched water table exists above the subsoil layer, a common condition in many Victorian soils during periods of high rainfall in winter and early spring. The perched water table may extend all the way to the soil surface. A true groundwater table occurs at least 0.5 m below the bottom of the test hole. Water seeps from the saturated surface soil down into the test hole. If

the rate of seepage inflow exceeds the infiltration outflow rate from the test hole into the subsoil, the water level in the hole will rise. If the seepage inflow equals the infiltration outflow, the level will remain constant and a lay observer may interpret this as an impermeable soil. If the rate of seepage inflow is less than the infiltration outflow, the rate of lowering of the water level in the hole is reduced from what it would have been without the perched water. In all these scenarios, a test produces a useless result in terms of determining the size of an effluent disposal field.

When land is subject to seasonal and periodic perched water tables, a separate site analysis is needed to determine:

- what measures should be taken to protect an effluent disposal field from the ingress of lateral seepage and run-on,
- what is the viability of on-site effluent disposal, and
- what alternative systems or designs may overcome these site limitations.

A soil permeability test or percolation test is not intended to answer these questions.

### **Case C:**

The groundwater table extends to well above the water level required for the test. Water from the saturated soil around the hole flows into the hole. A hole dug into this soil will fill up naturally with water until the water level in the hole is at the same level as the water table in the surrounding soil. The permeability of the soil can now only be measured by emptying the hole and measuring the rate of recovery of the water level in the hole. It now is a so-called ‘below the water table test’ which requires a different mathematical equation. However this case is of no interest to on-site effluent disposal, but it is relevant where land drainage schemes are being proposed.

### **Theory and Examples**

The unifying principle that applies to all test methods, whether in the lab or in the field is Darcy’s Law (1856), which states that the velocity of seepage flow, **V**, is proportional to the hydraulic gradient, **i**, which is the loss of head divided by the length of the flow path, and the permeability, also called hydraulic conductivity, **K**:

$$V = K \times i$$

It follows that when **i** = 0, regardless how big **K** may be, **V** = 0. Thus, to measure **K** by monitoring and measuring **V**, one must choose conditions when **i** is not zero. The **K** value we obtain from a correct test represents the permeability of the saturated “mantle” of soil immediately around the test hole. The unsaturated soil beyond ensures that the hydraulic gradient continues to act, i.e. does not go to zero.

It also follows that if **V** is made up of two components, outflow partially compensated by an unknown amount of inflow, then **V** is equally unknown and **K** cannot be calculated.

We have evidence of cases where the tester ran water into the test holes from siphons for periods of up to 28 hours when the soils were already saturated or close to saturation. In August 1996 a major consulting firm was engaged by an outer Melbourne Shire to do soil testing as part of a land use planning strategy. This consultant reported “*apparent undesirable percolation results*” where, “*in contrast to regional experience, it is understood that septic tank systems have been operating in generally similar soil profiles as that encountered on the*

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*site*". The geological engineer in charge of the work reported that "*free ground water was not observed in any of the bores, however distinct wet horizons were encountered in bores 3, 8 and 13.*" Several days later "*water levels in all test holes, except site 6, had risen to the ground surface.*"

In another case, in an eastern rural Shire in October 1996, the tester actually wrote in his report that his test holes "*were observed to be in a very damp to saturated condition*". Nevertheless the tester soaked the holes for 20 hours and found that of 5 sites tested 3 had percolation rates less than 15 mm/hour and 2 came out at 16 mm/hour. (Obviously, in reality these soils were pretty good for septic tanks, since the long soaking was not able to cause the water to stagnate in the soil around the holes!)

**How to recognise soil saturation**

The soil coming out of the test hole during augering is glistening with moisture if held in sunlight or even dripping.

LCA – 85 Coonoc Road – Traralgon – Becker

**Appendix 3A Water Balance – Absorption Trenches – Four Bedrooms**

Nominated Area for 700 mm wide Absorption Trenches										
Site Address: <b>Coonoc Road - Traralgon - Becker</b>										
Mean of <b>Morwell (085280), Yallourn (08</b> Evap. data <b>Yallourn SEC (085103)</b>										
Mean average Pan evaporation										
Source: AS1547-1994 - Table G1 (Prepared by R.A. Patterson, Lanfax Labs. Armidale updated April 2006)										
1	2	3	4	5	6	7	8	9	10	11
Month	Days per month	daily pan Eo (B.Met)	Pan Eo	Et +CPEo	Rainfall P	Retained Rainfall Re=(1-r)P	LTAR*N	Disposal rate/month (Et-Re)+ LTAR*N	Effluent applied per month	Size of area (8)/(7) 900
		mm	mm	mm	mm	mm	mm	mm	L	m2
Jan	31	5.9	182.9	146	55.6	47.3	124	223.1	27900	125
Feb	28	5.6	156.8	125	52.3	44.5	112	193.0	25200	131
Mar	31	3.9	120.9	97	58.3	49.6	124	171.2	27900	163
Apr	30	2.7	81.0	57	70.3	59.8	120	116.9	27000	231
May	31	1.7	52.7	37	68.8	58.5	124	102.4	27900	272
Jun	30	1.2	36.0	25	73.7	62.6	120	82.6	27000	327
Jul	31	1.3	40.3	28	72.9	62.0	124	90.2	27900	309
Aug	31	1.6	49.6	35	78.9	67.0	124	91.7	27900	304
Sep	30	2.4	72.0	50	78.5	66.7	120	103.7	27000	260
Oct	31	3.3	102.3	82	84.6	71.9	124	133.9	27900	208
Nov	30	4.4	132.0	106	78.2	66.5	120	159.1	27000	170
Dec	31	5.0	155.0	124	69.1	58.8	124	189.2	27900	147
<b>Totals</b>		<b>1181.5</b>	<b>912</b>	<b>841.2</b>	<b>715.0</b>					

TABLE G2 - Depth of stored effluent First trial - choose from col.9 table above										
1	2	3	4	5	6	7	8	9	10	11
month	first trial area (m2)	application rate (8)/(2) (mm)	Disposal rate (mm)	(3)-(4) (mm)	Increase depth of stored effluent (5)porosity	Starting depth of effluent for month	Increase depth of effluent +(6)	computed depth of effluent (X)	reset if Et deficit <0	equivalent storage 10 x area (L)
Dec								0.0	0	0
Jan	252.3842	111	223	-113	-375	0	-375	-375	0	0
Feb		100	193	-93	-310	0	-310	-310	0	0
Mar		111	171	-61	-202	0	-202	-202	0	0
Apr		107	117	-10	-33	0	-33	-33	0	0
May		111	102	8	27	0	27	27	27	2053
Jun		107	83	24	81	27	81	108	108	8211
Jul		111	90	20	68	108	68	176	176	13341
Aug		111	92	19	63	176	63	239	239	18102
Sep		107	104	3	11	239	11	250	250	18929
Oct		111	134	-23	-78	250	-78	172	172	13034
Nov		107	159	-52	-174	172	-174	-2	0	0
Dec		111	189	-79	-262	0	-262	-262	0	0
Jan		111	223	-113	-375	0	-375	-375	0	0
Feb		100	193	-93	-310	0	-310	-310	0	0
Mar		111	171	-61	-202	0	-202	-202	0	0
Apr		107	117	-10	-33	0	-33	-33	0	0
May		111	102	8	27	0	27	27	27	2053

From calculations in tables above for optimised drainfield area, using Appendix G AS1547-1994

<b>Porosity in disposal area</b>	<b>30%</b>
<b>Variables Table</b>	
<b>Runoff Coeff =</b>	<b>0.15</b> percentage runoff
<b>Summer Crop Factor =</b>	<b>0.8</b> crop transpiration rate Oct-Mar
<b>Winter Crop Factor =</b>	<b>0.7</b> crop transpiration rate -Apr-Sep
Change as required	<b>DLR = 4</b> L/m2/day
	<b>FLOWS = 900</b> L/day
<b>Estimated base area of trench =</b>	<b>252</b> square metres
<b>Maximum depth of stored effluent =</b>	<b>250</b> mm depth
<b>Trench dimensions (mm)</b>	<b>width = 700</b> mm <b>depth = 400</b> mm
<b>Length of trench required =</b>	<b>194</b> metres

NOTES:  
As a model, the best results are only ESTIMATES of performance.  
A model is used to assess SENSITIVITY to changes in the variables and the effect upon application area

LCA – 85 Coonoc Road – Traralgon – Becker

**Appendix 3B Water Balance – Absorption Trenches – Six Bedrooms**

Nominated Area for 700 mm wide Absorption Trenches										
Site Address: <b>Coonoc Road - Traralgon - Becker</b>										
Mean of Morwell (085280), Yallourn (085103) Evap. data Yallourn SEC (085103)										
Mean average Pan evaporation										
Source: AS1547-1994 - Table G1 (Prepared by R.A. Patterson, Lanfax Labs. Armidale updated April 2006)										
1	2	3	4	5	6	7	8	9	10	11
Month	Days per month	daily pan Eo (B.Met)	Pan Eo	Et +C*Eo	Rainfall P	Retained Rainfall Re=(1-r)P	LTAR*N	Disposal rate/month (Et-Re)+ LTAR*N	Effluent applied per month	Size of area (8)/(7)
		mm	mm	mm	mm	mm	mm	mm	L	m2
Jan	31	5.9	182.9	146	55.6	47.3	124	223.1	39060	175
Feb	28	5.6	156.8	125	52.3	44.5	112	193.0	35280	183
Mar	31	3.9	120.9	97	58.3	49.6	124	171.2	39060	228
Apr	30	2.7	81.0	57	70.3	59.8	120	116.9	37800	323
May	31	1.7	52.7	37	68.8	58.5	124	102.4	39060	381
Jun	30	1.2	36.0	25	73.7	62.6	120	82.6	37800	458
Jul	31	1.3	40.3	28	72.9	62.0	124	90.2	39060	433
Aug	31	1.6	49.6	35	78.9	67.0	124	91.7	39060	426
Sep	30	2.4	72.0	50	78.5	66.7	120	103.7	37800	365
Oct	31	3.3	102.3	82	84.6	71.9	124	133.9	39060	292
Nov	30	4.4	132.0	106	78.2	66.5	120	159.1	37800	238
Dec	31	5.0	155.0	124	69.1	58.8	124	189.2	39060	206
<b>Totals</b>			<b>1181.5</b>	<b>912</b>	<b>841.2</b>	<b>715.0</b>				

TABLE G2 - Depth of stored effluent First trial - choose from col.9 table above										
1	2	3	4	5	6	7	8	9	10	11
month	first trial area (m2)	application rate (8)/(2) (mm)	Disposal rate (above) (mm)	(3)-(4) (mm)	Increase depth of stored effluent (5)/porosity (mm)	Starting depth of effluent for month	increase depth of effluent + (6)	computed depth of effluent (X)	reset if Et deficit <0 (mm)	equivalent storage 10 x area (L)
Dec								0.0	0	0
Jan	353	3379	111	223	-113	-375	0	-375	-375	0
Feb			100	193	-93	-310	0	-310	-310	0
Mar			111	171	-61	-202	0	-202	-202	0
Apr			107	117	-10	-33	0	-33	-33	0
May			111	102	8	27	0	27	27	2875
Jun			107	83	24	81	27	81	108	11495
Jul			111	90	20	68	108	68	176	18678
Aug			111	92	19	63	176	63	239	25343
Sep			107	104	3	11	239	11	250	26500
Oct			111	134	-23	-78	250	-78	172	18248
Nov			107	159	-52	-174	172	-174	-2	0
Dec			111	189	-79	-262	0	-262	-262	0
Jan			111	223	-113	-375	0	-375	-375	0
Feb			100	193	-93	-310	0	-310	-310	0
Mar			111	171	-61	-202	0	-202	-202	0
Apr			107	117	-10	-33	0	-33	-33	0
May			111	102	8	27	0	27	27	2875

From calculations in tables above for optimised drainfield area, using Appendix G AS1547-1994

<b>Porosity in disposal area</b>	<b>30%</b>
<b>Variables Table</b>	<b>Runoff Coeff = 0.15 percentage runoff</b>
	<b>Summer Crop Factor = 0.8 crop transpiration rate Oct-Mar</b>
	<b>Winter Crop Factor = 0.7 crop transpiration rate -Apr-Sep</b>
Change as required	<b>DLR = 4 L/m2/day</b>
	<b>FLOWS = 1260 L/day</b>
<b>Estimated base area of trench =</b>	<b>353 square metres</b>
<b>Maximum depth of stored effluent =</b>	<b>250 mm depth</b>
<b>Trench dimensions (mm)</b>	<b>width = 700 mm depth = 400 mm</b>
<b>Length of trench required =</b>	<b>272 metres</b>

NOTES:  
As a model, the best results are only ESTIMATES of performance.  
A model is used to assess SENSITIVITY to changes in the variables and the effect upon application area

## LCA – 85 Coonoc Road – Traralgon – Becker

## Appendix 4A MAV Water Balance – Subsurface Irrigation – Four bedrooms

<b>Nominated Area Water Balance &amp; Storage Calculations For Irrigation</b>																
<b>Site Address:</b>		<b>Coonoc Road - Traralgon - Becker</b>														
<b>INPUT DATA</b>																
Design Wastewater Flow	Q	900	L/day													
Design DIR	DIR	20	mm/week													
Daily DIR		2.9	mm/day													
Nominated Land Application Area	L	559	m sq													
Crop Factor	C	0.7-0.8	unitless													
Retained Rainfall		0.85	unitless													
Rainfall Data (mean monthly)	Mean of Morwell (085280), Yallourn (085098) & Yallourn SEC (085103)															
Evaporation Data	Yallourn SEC (085103)															
<b>Parameter</b>	<b>Symbol</b>	<b>Formula</b>	<b>Units</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
Days in month	D	\	days	31	28	31	30	31	30	31	31	30	31	30	31	<b>365</b>
Rainfall	R	\	mm/month	56	52	58	70	69	74	73	79	78	85	78	69	<b>840</b>
Evaporation	E	\	mm/month	183	157	121	81	53	36	40	50	72	102	132	155	<b>1182</b>
Crop Factor	C			0.80	0.80	0.80	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	
<b>OUTPUTS</b>																
Evapotranspiration	ET	ExC	mm/month	146	125	97	57	37	25	28	35	50	82	106	124	<b>912</b>
Percolation	B	(DIR/7)xD	mm/month	88.6	80	88.6	85.7	88.6	85.7	88.6	88.6	85.7	88.6	85.7	88.6	<b>1043</b>
Outputs		ET+B	mm/month	234.9	205	185	142	125	111	117	123	136	170	191	213	<b>1955</b>
<b>INPUTS</b>																
Retained Rainfall	RR	R*0.80	mm/month	47.26	44.455	49.555	59.755	58.48	62.62	61.99	67.04	66.70	71.94	66.47	58.76	<b>715</b>
Effluent Irrigation	W	(QxD)/L	mm/month	49.9	45.1	49.9	48.3	49.9	48.3	49.9	49.9	48.3	49.9	48.3	49.9	<b>588</b>
Inputs		RR+W	mm/month	97.2	89.5	99.5	108.1	108.4	110.9	111.9	116.9	115.0	121.8	114.8	108.7	<b>1303</b>
<b>STORAGE CALCULATION</b>																
Storage remaining from previous month			mm/month	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Storage for the month	S	(RR+W)-(ET+B)	mm/month	-137.7	-115.9	-85.8	-34.4	-17.1	0.0	-4.9	-6.3	-21.1	-48.6	-76.5	-103.9	<b>-264</b>
Cumulative Storage	M		mm	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	<b>0</b>
Maximum Storage for Nominated Area	N		mm	0.00												
	V	NxL	L	2												
<b>LAND AREA REQUIRED FOR ZERO STORAGE</b>				m <sup>2</sup>	149	157	206	327	417	559	509	496	389	283	216	181
<b>MINIMUM AREA REQUIRED FOR ZERO STORAGE:</b>					559.0	m <sup>2</sup>										

LCA – 85 Coonoc Road – Traralgon – Becker

**Appendix 4B MAV Water Balance – Subsurface Irrigation – Six bedrooms**

<b>Nominated Area Water Balance &amp; Storage Calculations For Irrigation</b>																
<b>Site Address:</b>		<b>Coonoc Road - Traralgon - Becker</b>														
<b>INPUT DATA</b>																
Design Wastewater Flow	Q	1260	L/day													
Design DIR	DIR	20	mm/week													
Daily DIR		2.9	mm/day													
Nominated Land Application Area	L	783	m sq													
Crop Factor	C	0.7-0.8	unitless													
Retained Rainfall		0.85	unitless													
Rainfall Data (mean monthly)	an of Morwell (085280), Yallourn (085098) & Yallourn SEC (085103)															
Evaporation Data	Yallourn SEC (085103)															
<b>Parameter</b>	<b>Symbol</b>	<b>Formula</b>	<b>Units</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
Days in month	D	\	days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rainfall	R	\	mm/month	56	52	58	70	69	74	73	79	78	85	78	69	840
Evaporation	E	\	mm/month	183	157	121	81	53	36	40	50	72	102	132	155	1182
Crop Factor	C			0.80	0.80	0.80	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	
<b>OUTPUTS</b>																
Evapotranspiration	ET	ExC	mm/month	146	125	97	57	37	25	28	35	50	82	106	124	912
Percolation	B	(DIR/7)xD	mm/month	88.6	80	88.6	85.7	88.6	85.7	88.6	88.6	85.7	88.6	85.7	88.6	1043
Outputs		ET+B	mm/month	234.9	205	185	142	125	111	117	123	136	170	191	213	1955
<b>INPUTS</b>																
Retained Rainfall	RR	R*0.80	mm/month	47.26	44.455	49.555	59.755	58.48	62.62	61.99	67.04	66.70	71.94	66.47	58.76	715
Effluent Irrigation	W	(QxD)/L	mm/month	49.9	45.1	49.9	48.3	49.9	48.3	49.9	49.9	48.3	49.9	48.3	49.9	587
Inputs		RR+W	mm/month	97.1	89.5	99.4	108.0	108.4	110.9	111.9	116.9	115.0	121.8	114.7	108.6	1302
<b>STORAGE CALCULATION</b>																
Storage remaining from previous month			mm/month	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Storage for the month	S	(RR+W)-(ET+B)	mm/month	-137.7	-115.9	-85.9	-34.4	-17.1	0.0	-4.9	-6.4	-21.1	-48.6	-76.6	-103.9	-285
Cumulative Storage	M		mm	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
Maximum Storage for Nominated Area	N		mm	0.00												
	V	NxL	L	0												
<b>LAND AREA REQUIRED FOR ZERO STORAGE</b>				m <sup>2</sup>	208	219	288	457	583	783	713	694	545	397	303	254
<b>MINIMUM AREA REQUIRED FOR ZERO STORAGE:</b>					782.6											m <sup>2</sup>

LCA – 85 Coonoc Road – Traralgon – Becker

Appendix 5 Nutrient Balance – Irrigation

<b>Nutrient Balance</b>					
<b>Site Address: Coonoc Road - Traralgon - Becker</b>					
<i>Please read the attached notes before using this spreadsheet.</i>					
<b>SUMMARY - LAND APPLICATION AREA REQUIRED BASED ON THE MOST LIMITING BALANCE =</b>					<b>420 m<sup>2</sup></b>
<b>INPUT DATA <sup>[1]</sup></b>					
<b>Wastewater Loading</b>			<b>Nutrient Crop Uptake</b>		
Hydraulic Load	900 L/Day		Crop N Uptake	250 kg/ha/yr	which equals 68 mg/m <sup>2</sup> /day
Effluent N Concentration	40 mg/L		Crop P Uptake	50 kg/ha/yr	which equals 14 mg/m <sup>2</sup> /day
% Lost to Soil Processes (Geary & Gardner 1996)	0.2 Decimal		<b>Phosphorus Sorption</b>		
Total N Loss to Soil	7200 mg/day		P-sorption result	300 mg/kg	which equals 4500 kg/ha
Remaining N Load after soil loss	28800 mg/day		Bulk Density	1.5 g/cm <sup>3</sup>	
Effluent P Concentration	13 mg/L		Depth of Soil	1 m	
Design Life of System	50 yrs		% of Predicted P-sorp. <sup>[2]</sup>	0.75 Decimal	
<b>METHOD 1: NUTRIENT BALANCE BASED ON ANNUAL CROP UPTAKE RATES</b>					
<b>Minimum Area required with zero buffer</b>		<b>Determination of Buffer Zone Size for a Nominated Land Application Area (LAA)</b>			
Nitrogen	420 m <sup>2</sup>	Nominated LAA Size	559 m <sup>2</sup>		
Phosphorus	363 m <sup>2</sup>	Predicted N Export from LAA	-3.46 kg/year		
		Predicted P Export from LAA	-2.30 kg/year		
		Phosphorus Longevity for LAA	128 Years		
		Minimum Buffer Required for excess nutrient	0 m <sup>2</sup>		
<b>PHOSPHORUS BALANCE</b>					
<b>STEP 1: Using the nominated LAA Size</b>					
Nominated LAA Size	559 m <sup>2</sup>				
Daily P Load	0.0117 kg/day	→ Phosphorus generated over life of system	213.525 kg		
Daily Uptake	0.0076575 kg/day	→ Phosphorus vegetative uptake for life of system	0.250 kg/m <sup>2</sup>		
Measured p-sorption capacity	0.45 kg/m <sup>2</sup>				
Assumed p-sorption capacity	0.338 kg/m <sup>2</sup>	→ Phosphorus adsorbed in 50 years	0.338 kg/m <sup>2</sup>		
Site P-sorption capacity	188.66 kg	→ Desired Annual P Application Rate	6.568 kg/year		
P-load to be sorbed	1.48 kg/year		which equals	0.01800 kg/day	
<b>NOTES</b>					
[1]. Model sensitivity to input parameters will affect the accuracy of the result obtained. Where possible site specific data should be used. Otherwise data should be obtained from a reliable source such as, - <i>Environment and Health Protection Guideline</i>					
[2]. A m multiplier, normally between 0.25 and 0.75, is used to estimate actual P-sorption under field conditions which is assumed to be less than laboratory estimates.					



**Appendix 6 EPA Setback Distances****4.4 Setback distances (unsewered areas)**

Even when onsite wastewater systems are properly designed, installed and maintained, a residual environmental and public health risk always remains. The consequence of failing systems varies and depends upon the particular site and the sensitivity of the environment surrounding the site.

To minimise that residual risk, onsite wastewater systems must be installed in a way that allows for a 'buffer' or 'setback distance' between the system and the surrounding environment (in other words, both the treatment system and the associated disposal/recycling system must be installed the required distance away from the site boundary). Setback distances for onsite systems

that dispose/recycle primary/secondary treated wastewater in unsewered areas are listed in Table 4.2. These setback distances are independent of any other buffer distances that may apply to the site.

Council may increase setback distances where it considers that the residual risk to public health and the environment are too high. Council may also reduce setback distances where it considers that the residual risk to public health and the environment is negligible. In either case, councils may seek advice from relevant authorities and stakeholders before making such a decision.

Also, council may need to seek that advice through formal processes (such as planning referrals).

## LCA – 85 Coonoc Road – Traralgon – Becker

## CODE OF PRACTICE – ONSITE WASTEWATER MANAGEMENT

Table 4.2: Setback distances for primary and secondary treated sewage in unsewered areas<sup>1</sup>

Item	Setback distance <sup>2,3</sup> (m)
<b>Building</b>	
Wastewater field up-slope of building <sup>4</sup>	6
Wastewater field down-slope of building	3
<b>Allotment boundary</b>	
Wastewater field up-slope of adjacent lot	6
Wastewater field down-slope of adjacent lot	3
<b>Services</b>	
Water supply pipe	3
Potable supply channel (wastewater field up-slope)	300
Potable supply channel (wastewater field down-slope)	20
Gas	3
Underground water tank	15
Stormwater drain	6
Swimming pool	6
Cutting/escarpment	15
<b>Surface waters (up-slope from)</b>	
Dam or reservoir (potable, includes water for food production) <sup>5</sup>	300
Stream, River, Waterways in potable water supply catchment <sup>6</sup>	100
Dam or reservoir (stock & non-potable) <sup>5</sup>	60
Stream or channel (continuous or ephemeral, non-potable)	60
Drainage lines, dam outfalls	60
<b>Groundwater bore</b>	
Potable or non-potable	20

- 1 These distances act as a guide and must be measured horizontally from the defined boundary of the disposal/irrigation area. They do not apply vertically. For streams and dams, the measuring point shall be the 'bank-full discharge level'. See Table 5.3 for setback distances for irrigating with treated greywater.
- 2 The setback distances may be reduced by up to 50 per cent where all the following conditions are met:
- effluent quality meets 20/30 standard when used for sub-surface irrigation
  - or
  - effluent quality meets 20/30/10 standard when used for surface irrigation
- and
- slopes are <5%, or pressure compensated sub-surface irrigation drip lines along the contour.
- 3 Effluent typically contains high levels of nutrients that may have a negative impact on native vegetation. When considering setbacks, council should consider not only the potential impact of nutrients in regards to the proposed onsite wastewater system, but in regards to other existing onsite wastewater systems located in the same area.
- 4 Setback distances help protect human health. However, establishing an effluent disposal field/irrigation area upslope of a building may have implications for the structural integrity of the building. This issue is beyond this Code's scope and should be examined by a building professional on a site-by-site basis.
- 5 Does not apply to dams and reservoirs located above ground-level.
- 6 Means a watercourse in an area declared as a water supply protection area as defined in section 27 of the Water Act 1989.



## Appendix 7 EPA Design Flow Rates

CODE OF PRACTICE – ONSITE WASTEWATER MANAGEMENT			
Table 4.1: Typical domestic wastewater flow design allowances <sup>1</sup>			
Contributing source	Design flow (L/person.day)		Sludge and scum rate (L/person.year)
	Onsite roof water	Reticulated water supply or water supply sourced from both onsite roof water plus alternative sources (rivers, dams, creeks, bores)	
<b>Domestic wastewater flows at domestic residences</b>			
Households with extra wastewater producing facilities	180	220	80
Household with no water saving features	180	200	80
Household with standard fixtures (excluding top loading automatic washing machine)	140	180	80
Household with standard water reduction facilities <sup>2,4</sup>	80	110	80
Household with full water reduction facilities <sup>3,4</sup>	60	80	80
Household (blackwater only)	50	60	60
Household (greywater only)	90	120	20
<b>Domestic wastewater flows at community/commercial premises</b>			
<b>Accommodation establishments</b>			
Guests, residential staff	140	180	60
Non-residential staff	30	40	6
<b>Food premises</b>			
Food premises (unlicensed)	15	25	30
Restaurant/Café (licensed), Hotel (per customer)	20	30	50
<b>Community recreation</b>			
Centre with commercial kitchens	20	30	5
Meeting room	10	15	1
Recreation facility (social club)	20	30	2
Sports centre (with showers)	40	50	5
Sports centre (without showers)	20	30	2
Picnic area (public amenities)	5	5	2
<b>Community education</b>			
Schools (Pupils + Staff)	30	40	10
<b>Small and medium commercial premises</b>			
Small/medium business (Staff)	15	10	10
<b>Shopping centres</b>			
Staff	15	15	15
Public access	5	5	5
<b>Camping area (fully serviced)</b>	100	130	60

Source: AS/NZS 1547

- These flows are minimum rates unless actual flows from past experience can be demonstrated and shall be related to the maximum occupancy rate for a house.
- Standard water-reduction fixtures include dual flush 6/3 litre toilets, shower-flow restrictors, aerator taps and water-conserving automatic washing machines.
- Full water-reduction fixtures include the combined use of reduced flush 4.5/3 litre toilets, shower-flow restrictors, aerator taps, front-load washing machines and flow/pressure control valves on all water-use outlets.
- Additionally, water reduction may be achieved by
  - reusing untreated greywater in the garden within 24 hours
  - or
  - recycling treated greywater that meets water quality requirements for toilet flushing and/or cold water supply to washing machines.

Note: When designing the wastewater treatment system and the land disposal/recycling area, the higher level of nutrients and salts in effluent derived from recycled waste water must be considered.

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15

LCA – 85 Coonoc Road – Traralgon – Becker

**Appendix 8 DLR and DIR Tables from AS/NZS 1547:2000**

AS/NZS 1547:2000 116

**TABLE 4.2A1  
RECOMMENDED DESIGN LOADING RATES FOR TRENCHES AND BEDS**

Soil category	Soil texture	Structure	Indicative permeability ( $K_{sat}$ ) (m/d) (see Note 6)	Design loading rate (DLR) (see Notes 1, 2 and 3)			Indicative drainage class (see Note 9)
				Primary-treated effluent (see Note 4)		Secondary-treated effluent (see Note 5)	
				Conservative rate (mm/d) (see Notes 4 & 7)	Maximum rate (mm/d) (see Notes 4 & 8)	(mm/d)	
1	Gravels and sands	Structure-less (Massive)	>3.0	20 (see Note 10)	35 (see Note 10)	50 (see Note 10)	Rapidly drained
2	Sandy loams	Weakly structured	> 3.0	20	35	50	Well drained
		Massive	1.4 – 3.0	15	25	50	
3	Loams	High/moderate structured	1.5 – 3.0	15	25	50	Moderately well drained
		Weakly structured or massive	0.5 – 1.5	10	15	30	
4	Clay loams	High/moderate structured	0.5 – 1.5	10	10	30	Imperfectly drained
		Weakly structured	0.12 – 0.5	6	10	20	
		Massive	0.06 – 0.12	4	5	10	
5	Light clays	Strongly structured	0.12 – 0.5	5	8	12	Poorly drained
		Moderately structured	0.06 – 0.12	(see Note 11)	5	10	
		Weakly structured or massive	< 0.06	(see Note 11)	(see Note 11)	8	
6	Medium to heavy clays	Strongly structured	0.06 – 0.5	(see Note 11)	(see Note 11)	(see Note 11)	Very poorly drained
		Moderately structured	< 0.06	(see Note 11)	(see Note 11)	(see Note 11)	
		Weakly structured or massive	< 0.06	(see Note 11)	(see Note 11)	(see Note 11)	

## LCA – 85 Coonoc Road – Traralgon – Becker

117	AS/NZS 1547:2000
<b>NOTES TO TABLE 4.2A1:</b>	
1	The DLR in mm/day is to be used to size the horizontal bottom area of conventional trench and bed systems. (Refer to Paragraph 4.2A7.3.1 for comment on the relationship between bottom area and sidewall absorption mechanisms.)
2	Where loading rates of 10 mm/day or lower are required, it is critical that there is an even effluent loading over the design area.
3	The Design Loading Rates in Table 4.2A1 are based upon the best available information at the time of preparation of this Standard.
4	Primary-treated effluent is the discharge from conventional septic tanks and improved septic tanks (such as two-stage units and/or tanks fitted with solids-control filters). It includes all-waste, greywater and blackwater effluents.
5	Secondary-treated effluent has a quality equal to or better than 20 g/m <sup>3</sup> BOD <sub>5</sub> and 30 g/m <sup>3</sup> SS and typically is the effluent discharged from processes such as AWTs, sand filters, or wetlands.
6	The values of indicative permeability as $K_{sat}$ are based on the movement of water, and not effluent, through the soil. They are estimates only and shall be used with caution in the determination of soil category and DLR.
7	Conservative Design Loading Rates must be used for beds (see Paragraph 4.2A7.2), for systems to be installed on steep sites and where other site and soil limitations are present. Conservative Design Loading Rates must always be used for primary-treated blackwater effluent.
8	Maximum Design Loading Rates may only be used where site and soil limitations are absent and where there is evidence that these rates can be effectively maintained without harm to the environment or without potential for failure of the system. Maximum Design Loading Rates may also be used for primary-treated greywater effluent and for improved primary effluent from modified septic tanks. (Refer to Clause 4.3.5.2.1.)
9	Indicative drainage classes listed are based on the assumption that drainage of water out of the soil is governed only by the indicative permeability and that external factors play no role.
10	The treatment capacity of the soil and not the hydraulic capacity of the soil or the growth of the clogging layer govern the effluent loading rate in Category 1 soil. Category 1 soils require special design and distribution techniques to help achieve even distribution of effluent over the full design surface (see Paragraph 4.5A4.2) for recommended discharge method). These soils have low nutrient retention capacities, often allowing accession of nutrients to groundwater.
11	To enable utilization of such soils for on-site wastewater disposal alternative systems (including ETA/ETS systems), special design requirements and distribution techniques and/or soil modification procedures will be necessary. For any alternative system designed for these soils, the effluent absorption rate shall be based upon soil permeability testing. Specialist soils advice and special design techniques will be required for clay dominated soils having dispersive (sodic) or shrink/swell behaviour. Such soils shall be treated as Category 6 soils. In some situations, these soils will preclude the use of an absorption only system design. If $K_{sat} < 0.06$ m/d, a full water balance for the disposal area (including effective rainfall, run-off, evapo-transpiration, (see Appendix 4.2D), can be used to calculate trench/bed size.

## LCA – 85 Coonoc Road – Traralgon – Becker

125

AS/NZS 1547:2000

**TABLE 4.2A4  
RECOMMENDED DESIGN IRRIGATION RATE (DIR) FOR IRRIGATION SYSTEMS**

Soil category	Soil texture	Structure	Indicative permeability ( $K_{sat}$ ) (m/d) (see Note 1)	Design irrigation rate (DIR) (mm/week) (see Notes 2 & 3)	Indicative drainage class (see Note 4)
1	Gravels and sands	Structureless Massive	>3.0	35	Rapidly drained
2	Sandy loams	Weakly structured	> 3.0	35	Well drained
		Massive	1.4 – 3.0	35	
3	Loams	High/moderately structured	1.5 – 3.0	28	Moderately well drained
		Weakly structured or massive	0.5 – 1.5	28	
4	Clay loams	High/moderately structured	0.5 – 1.5	25	Imperfectly drained
		Weakly structured	0.12 – 0.5	25	
		Massive	0.06 – 0.12	25	
5	Light clays	Strongly structured	0.12 – 0.5	20	Poorly drained
		Moderately structured	0.06 – 0.12	20	
		Weakly structured or massive	< 0.06	20	
6	Medium to heavy clays	Strongly structured	0.06 – 0.5	15	Very poorly drained
		Moderately structured	< 0.06	15	
		Weakly structured or massive	< 0.06	15	

**NOTES:**

- The values of indicative permeability as  $K_{sat}$  are based on the movement of water, and not effluent through the soil. They are estimates only and should be used with caution in determining soil category and Design Loading Rates.
- The relevant qualifications regarding the use of trenches and beds in Table 4.2A1 are applicable for irrigation systems.
- The Design Irrigation Rates in Table 4.2A4 are based on the best available information at the time of preparation of this Standard.
- Indicative drainage classes listed are based on the assumption that drainage of water out of the soil is governed only by the indicative permeability and that external factors play no role.

LCA – 85 Coonoc Road – Traralgon – Becker

**Appendix 9 Estimating Coefficient of Run-off**

Estimating coefficient of run-off R, as a percentage value, for use with the rational formula ( $Q = RiA$ ) or catchments with area less than 1 square mile (2.56 square km). Values in brackets are percentage run-off and are to be added together for each combination of the five catchment characteristics Burton<sup>18</sup> 1965).

Run-off producing characteristics				
Catchment characteristics	Extreme - 100	High - 75	Normal - 50	Low - 25
<b>Rainfall Intensity</b>	(30) 75-100 mm/hour	(25) 50-75 mm/hour	(15) 25-50 mm/hour	(5) < 25 mm/hour
<b>Relief</b>	(10) Steep rugged country with average slope above 20%	(5) Hilly with average slopes of 10%-20%	(0) Rolling with average slopes of 5%-10%	(0) Relatively flat land with average slopes of 0%-5%
<b>Surface retention stream and surface storage</b>	(10) Negligible; few surface depressions; water courses steep with thin film overland flow	(5+) Well-defined system of small water courses	(5) Considerable surface depressions; overland flow is significant; some farm ponds and swamps; some contour banks and furrows	(0) Poorly defined and meandering stream courses; large surface storage; water and soil conservation plan on 90% of the catchment
<b>Infiltration</b>	(25) No effective soil cover; either solid rock or thin mantle of negligible infiltration capacity	(20) Slow water infiltration; e.g. solodic soils when surface sealed or saturated	(10) Loam soils or well-structured clay soils; e.g. krasnozems	(5) Deep sands or well-aggregated soil, e.g. chernozems
<b>Cover</b>	(25) No effective plant cover	(20) Sheet-eroded native pasture; less than 10% of area under good native or improved pasture; clean cultivated crops	(10) About 50% of area with improved cover; not more than 50% cultivation; open woodlands	(5) About 90% of area with improved pasture; dry sclerophyll type forest

*Note:* Determine the cumulative value for each of the characteristics of the catchment in question by summing individual % run-off values. In this instance a run off of 20 % is thought to be too great, 10 % has been used instead in the water balance calculations.

<sup>18</sup> Burton J.R (1965). "Water Storage on the Farm", Bulletin No.9, Water Research Foundation of Australia.

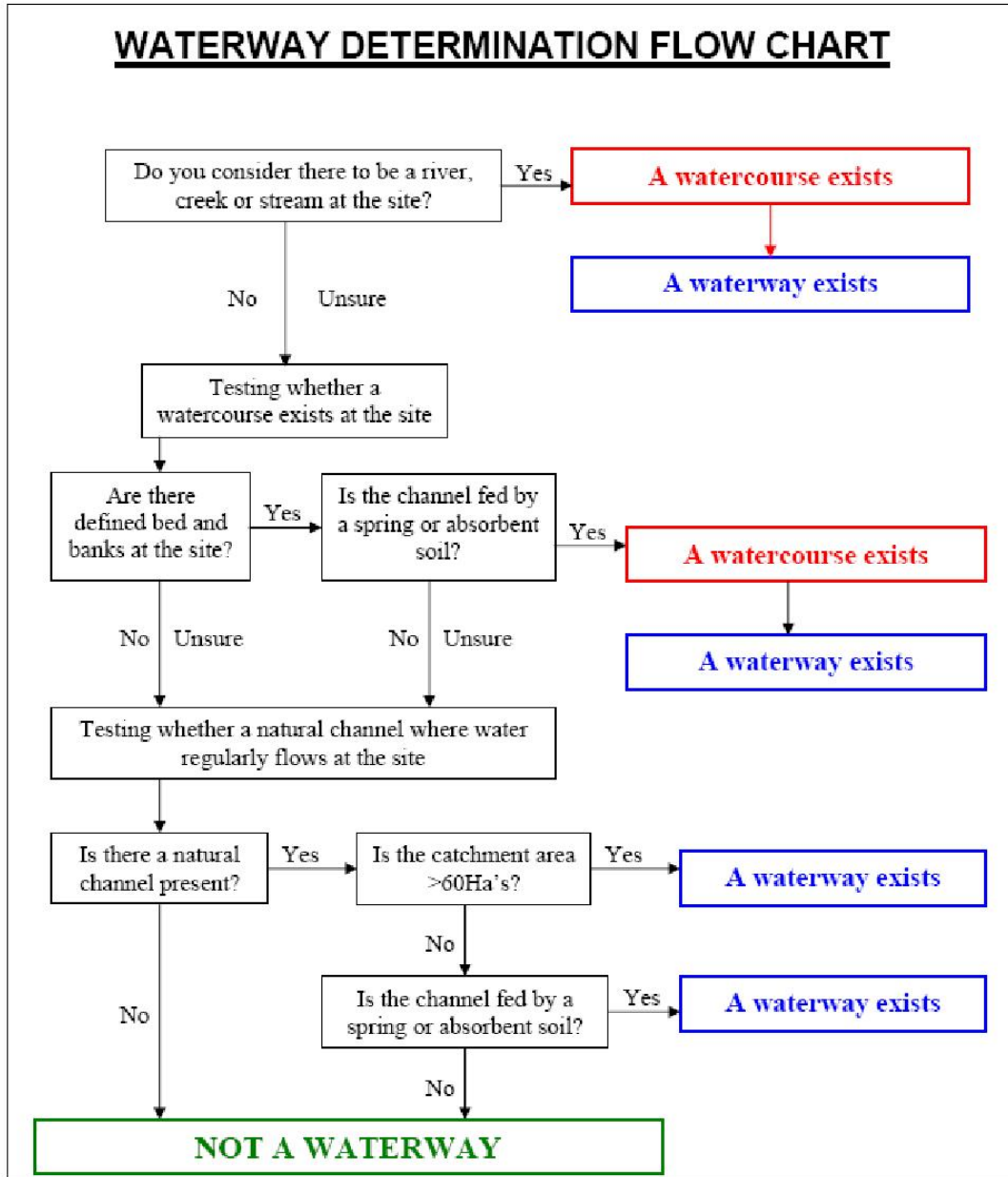
LCA – 85 Coonoc Road – Traralgon – Becker

**Appendix 10 Soil Laboratory Chemical Analysis**

Sample ID		21308542
Sample Name		SITE 1
User ID		637
User Name		Glenn Marriott
Grower Name		AG CHALLENGE CONSULTING
Customer Name		AG CHALLENGE CONSULTING P/L
Paddock Name		BECKER TRARALGON
Sampling Date		27/11/2011
Sample Depth From		40
Sample Depth To		50
Crop		UNKNOWN
Test Code		2011-069
pH (1:5 Water)		6.1
pH (1:5 CaCl <sub>2</sub> )		4.9
Elect. Conductivity	dS/m	0.1
Phosphorus (Colwell)	mg/kg	<5
Phosphorus Buffer Index (PBI-Col)		228 *
Available Potassium	mg/kg	38
Calcium (Amm-acet.)	Meq/100g	2.1
Potassium (Amm-acet.)	Meq/100g	0.1
Magnesium (Amm-acet.)	Meq/100g	9.1
Sodium (Amm-acet.)	Meq/100g	1.5
Calcium/Magnesium Ratio		0.2
Aluminium (KCl)	Meq/100g	0.37
Cation Exch. Cap.	Meq/100g	13.2
Sodium % of Cations (ESP)	%	11
Aluminium Saturation	%	2.8
Disp. Index, Loveday/Pyle		16
Slaking 2Hrs		Partial
Aluminium (KCl)	mg/kg	33
Calcium (Amm-acet.)	%	16
Magnesium (Amm-acet.)	%	69
Potassium (Amm-acet.)	%	0.75
Potassium to Magnesium Ratio		0



**Appendix 11 Southern Rural Water Waterway determination flow chart**





**DRAINAGE STRATEGY**

**LOT CONNECTIONS TO DRAINAGE:**

- Lot 1 - Connection to proposed underground drainage at south-west corner of lot.
- Lot 2 - Connection to proposed underground drainage at south-west corner of lot.
- Lot 3 - Connection to proposed underground drainage at north-west corner of lot.
- Lot 4 - Connection to proposed underground drainage at north-west corner of lot.
- Lot 5 - Connection to proposed underground drainage at south-west corner of lot.
- Common Property - Connection to proposed underground drainage at south-west end of CP.

**PROPOSED DRAINAGE SYSTEM DESIGN:**

Drainage system to be designed to convey 5 year ARI storm flows from building envelopes and common property within the development.  
100 Year ARI storm flows in excess of the piped drainage system capacity will sheet flow across the development generally towards the south west corner of the development.

**STORMWATER TREATMENT:**

Stormwater will be treated to achieve the following objectives for environmental quality as set out in the Urban Stormwater Best Practice Environmental Guidelines (CSIRO) 1999 for:  
 (a) 80% retention of the typical annual load of suspended solids,  
 (b) 45% retention of the typical annual load of total phosphorous,  
 (c) 45% retention of the typical annual load of nitrogen; and  
 (d) 70% retention of the typical annual load of gross pollutants.

Treatment will be achieved by the combination of a grassy swale and shallow grassy retarding basin. Rainwater tanks (for lots 1, 3, 4 & 5) incorporating detention may also be considered in the treatment system. The exact length of swale and size of retarding basin and rainwater tanks will be determined following MUSIC modeling after detailed drainage design.

Maintenance of the open treatment system will generally involve normal lawn mowing practices. Batter slopes will be no steeper than 1 in 3 to ensure this is possible.

A Section 173 agreement would be required for lot 4 to ensure general maintenance of the treatment system and to prevent any system modifications without prior consent of council.

A Section 173 agreement would be required for lots 1, 3, 4 & 5 if rainwater tanks are incorporated into the treatment or detention system.

**STORMWATER DETENTION/RETARDATION:**

Detention or retarding of stormwater flows will occur to limit site discharge to pre-developed levels for up to the 100 year ARI storm event. A single shallow grassy retarding basin (up to 0.5m deep) is proposed for the south west corner of the development (within Lot 4). Rainwater tanks with detention component may also be considered for this development (lots 1, 3, 4 & 5), though would not provide for all storage requirements.

Following pre-treatment, flows will be limited to the pre-development rate (for both the 5 year ARI and 100 year ARI storms) then be forced to discharge from the basin over a weir length of at least 3 metres into the "watercourse". Scour protection will be provided if necessary.

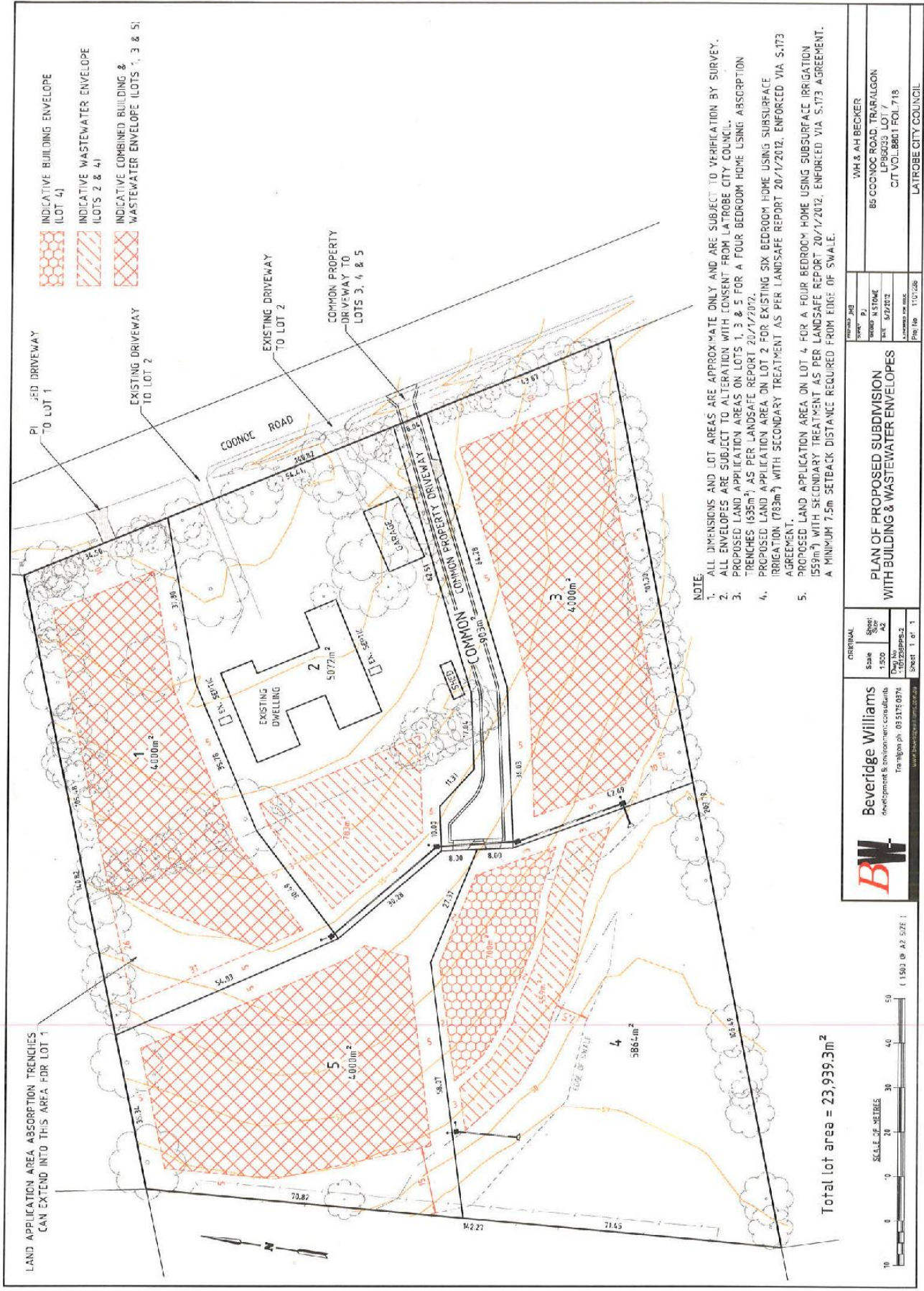
**DRAINAGE EASEMENTS:**

Drainage easements in favor of the subdivided lots would be created as necessary to protect the drainage infrastructure.

INDICATIVE BUILDING ENVELOPES

**NOT FOR CONSTRUCTION**

E				<b>BEVERIDGE WILLIAMS &amp; Co</b> DEVELOPMENT & ENVIRONMENT CONSULTANTS Melbourne: 1 Glenferrie Road, Malvern 3144 Ph (03) 9524 8888 Sydney: 98 Macleay Street, Sydney 2000 Ph (02) 9237 2000 Brisbane: 15 Midburn Street, Brisbane 4004 Ph (07) 5519 0274 Perth: 124 Gallop Street, West Perth 6005 Ph (08) 9462 2000 Adelaide: 45 Macdonald Street, Adelaide 5000 Ph (08) 8377 1505 Perth: 418 Corporation Street, Perth 6000 Ph (08) 9417 2126		SURVEY: PJ		PS 7777		MUNICIPALITY: LATROBE CITY COUNCIL		Scale: AS SHOWN @ A1 SIZE	
D						DRAWN: JMB		CHECKED: PI		SCHEME: PROPOSED 5 LOT LDRZ SUBDIVISION - 85 COONOC RD, TRARALGON		Drawing No. 1101236-D01	
C						DRAWN: JMB		CHECKED: PI		PRINCIPAL: WM & AH BECKER		REV P1	
B				DATE: 9-3-2012		PROJECT: P1 - PRELIMINARY ISSUE		JOB: JMB		APPD:			
A				INDEX		DATE		REVISION		Sheet 1 of 1			



INDICATIVE BUILDING ENVELOPE (LOT 4)

INDICATIVE WASTEWATER ENVELOPE (LOTS 2 & 4)

INDICATIVE COMBINED BUILDING & WASTEWATER ENVELOPE (LOTS 1, 3 & 5)

- NOTE:
1. ALL DIMENSIONS AND LOT AREAS ARE APPROXIMATE ONLY AND ARE SUBJECT TO VERIFICATION BY SURVEY.
  2. ALL ENVELOPES ARE SUBJECT TO ALTERATION WITH CONSENT FROM LATROBE CITY COUNCIL.
  3. PROPOSED LAND APPLICATION AREAS ON LOTS 1, 3 & 5 FOR A FOUR BEDROOM HOME USING ABSORPTION TRENCHES (935m<sup>2</sup>) AS PER LANDSAFE REPORT 20/17/2012.
  4. PROPOSED LAND APPLICATION AREA ON LOT 2 FOR EXISTING SIX BEDROOM HOME USING SUBSURFACE IRRIGATION (783m<sup>2</sup>) WITH SECONDARY TREATMENT AS PER LANDSAFE REPORT 20/17/2012, ENFORCED VIA S.173 AGREEMENT.
  5. PROPOSED LAND APPLICATION AREA ON LOT 4 FOR A FOUR BEDROOM HOME USING SUBSURFACE IRRIGATION (559m<sup>2</sup>) WITH SECONDARY TREATMENT AS PER LANDSAFE REPORT 20/17/2012, ENFORCED VIA S.173 AGREEMENT. A MINIMUM 7.5m SETBACK DISTANCE REQUIRED FROM EDGE OF SWALE.

**BW** Beveridge Williams  
 Development & Environment Consultants  
 Traralgon ph: 03 5176 0976  
 www.bwconsultants.com.au

ORIGINAL  
 Scale 1:500  
 Date 14/09/2012  
 Sheet 1 of 1

PLAN OF PROPOSED SUBDIVISION WITH BUILDING & WASTEWATER ENVELOPES

85 COONOC ROAD TRARALGON  
 LA 18/03/12 LOT 1  
 C/T V O L 8801 FOL 718  
 LATROBE CITY COUNCIL

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**History of Application**

14 February 2012	Planning Permit application received by Council.
5 March 2012	Request for further information pursuant to 54(1) of the <i>Planning and Environment Act 1987</i> was sent to the applicant.
28 March 2012	Information was submitted by the applicant to respond to Council's further information request.
30 April 2012	Letter was sent to the applicant requesting that they advertise their application by sending letters to adjoining landowners and occupiers, as well as placing a sign on site for 14 days under Section 52(1)(a) and Section 52(1)(d) of the <i>Planning and Environment Act 1987</i> (the Act).
2 May 2012	Application was referred to authorities internally and externally in accordance with Sections 52 and 55 of the <i>Planning and Environment Act 1987</i>
9 – 18 May 2012	Two objections to the application (from adjoining owners / occupiers) received.
23 May 2012	Applicant submitted statutory declaration to Council confirming that advertising had been completed as requested.
31 May 2012	Objection received from the West Gippsland Catchment Management Authority (WGCMA), in accordance with Section 52 of the <i>Planning and Environment Act 1987</i>
26 June 2012	A written response to the objections was received from the applicant.
5 July 2012	Further to discussions between the applicant and WGCMA, a revised referral response was received from WGCMA, stating that WGCMA does not object to the proposed subdivision subject to conditions.
May to August 2012	Referral responses received from APA Group, Gippsland Water, SP-AusNet Electricity, Telstra, as well as Council's Health, Infrastructure Planning Departments. No objection from any of the authorities.
20 November 2012	Application was referred to the Environment Protection Authority (EPA) in accordance with 52 of the <i>Planning and Environment Act 1987</i> , as the subject site is partly affected by the Australia Paper Amenity Buffer.
21 November 2012	Request for additional information sent to the application. Further justifications requested from the applicant as to how the proposal is consistent with the draft Traralgon West Structure Plan
13 December 2012	Additional information received from the applicant
14 December 2012	Referral response received from EPA, stating that EPA does not support Council issuing a planning permit for the proposed subdivision.

## **Latrobe Planning Scheme**

### **State Planning Policy Framework:**

- Clause 11.05 Regional Development
- Clause 14.02-1 Catchment Planning and Management
- Clause 14.02-2 Water Quality
- Clause 19.03-2 Water Supply, Sewerage and Drainage
- Clause 19.03-3 Stormwater

### **Municipal Strategic Statement:**

- Clause 21.01 – Municipal Profile
- Clause 21.02 – Municipal Vision
- Clause 21.03-5 Water Quality and Quantity Overview
- Clause 21.04-3 Rural Living Overview
- Clause 21.5 – Main Towns

### **Zoning:**

The subject site is zoned Low Density Residential Zone

### **Overlays:**

The subject site is not affected by any overlays.

### **General Provisions:**

Before deciding on an application, the Responsible Authority must also consider the 'Decision Guidelines' of Clause 65 as appropriate.

### **Incorporated Documents:**

No incorporated documents are considered to be relevant to this application.

### **Relevant Strategic Planning Policies / Plans:**

It should be noted that the subject site is affected by the draft Traralgon West Structure Plan

pwr 17/7/12



**West Gippsland**  
Catchment Management Authority

CMA Application No: WG-F-2012-0215-LAT  
Document No: 2  
Council No: 2012/38  
SPEAR No.: S02063V  
Date: 5 July 2012

Jacklyn Hiriaki  
Planning Officer  
Latrobe City Council  
PO Box 264  
Morwell Vic 3840

Dear Jacklyn,

**Application Number (CMA Ref):** WG-F-2012-0215-LAT  
**Section:** 52  
**Property Street:** 85 Coonoc Road Traralgon, VIC 3844  
**Cadastral:** Lot 7, LP86033, Parish of Traralgon

I refer to your correspondence dated 29 June 2012, received at the West Gippsland Catchment Management Authority on 29 June 2012 in accordance with the provisions of *Section 52* of the *Planning and Environment Act 1987*.

Below is the Authority's understanding of the application:

The applicant(s), W & A Becker  
Represented by Gwen Hickman, Beveridge Williams and Co Pty Ltd

Propose the following;

**Proposed Development Type:** Subdivision Only  
**Proposed Development Description:** Five lot subdivision 29/06/12 Further info provided by developer

on the abovementioned proposed development location.

The Authority's assessment indicates that the property is covered by the following Zones and Overlays in the Latrobe Planning Scheme:

**Zone(s):** LDRZ - Low Density Residential Zone  
**Overlay(s):** -



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ABN 88 062 514 481

Correspondence PO Box 1374, Traralgon VIC 3844

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

Mapping available to the Authority indicates that a designated waterway runs through the property with proposed Lots 3, 4 & 5 being affected.

The Authority has met with the developers' representatives to discuss the proposed management arrangements for stormwater drainage treatment and the waterway area in Lot 4.

In light of the above information, the Authority **does not object** to the granting of a permit, subject to the following conditions:

- Prior to Certifying the plan of subdivision, the owner shall enter into an Agreement with the Latrobe City Council made pursuant to Section 173 of the Planning and Environment Act 1987, and make application to the Registrar of Titles to have the Agreement registered on the title to the land under Section 181 of the Act, acknowledging that:
  - The management and maintenance of the stormwater drainage treatment system identified on Lot 4 must be managed and maintained by an Owners Corporation
  - The owner of any approved permit in the future should pay the reasonable costs of the preparation, execution and registration of the Section 173 Agreement.
- Prior to Certifying the plan of subdivision, the owner shall enter into an Agreement with the Latrobe City Council made pursuant to Section 173 of the Planning and Environment Act 1987, and make application to the Registrar of Titles to have the Agreement registered on the title to the land under Section 181 of the Act, acknowledging that:
  - A Waterway Management Plan to the satisfaction of the WGCMA is developed for the proposed Lot 4 which addresses the following:
    - A plan showing the Waterway Management Area within Lot 4
    - A Landscape Plan showing the revegetation of the Waterway Management Area with an appropriate selection of indigenous vegetation in accordance with the Ecological Vegetation Class;
    - Ongoing maintenance plan of the revegetated area, including weed eradication.
    - Exclusion of grazing animals from the Waterway Management Area;
  - The owner of any approved permit in the future should pay the reasonable costs of the preparation, execution and registration of the Section 173 Agreement.
- Completion of the revegetation works to the satisfaction of the WGCMA must be done prior to the issue of a statement of compliance in accordance with the Waterway Management Plan;

In accordance with Section 66 of the *Planning and Environment Act 1987*, please provide a copy of the outcome of this proposal to the Authority for our records.

Should you have any queries, please do not hesitate to contact me on 1300 094 262. To assist the CMA in handling any enquiries please quote **WG-F-2012-0215-LAT** in your correspondence with us.

Yours sincerely,



**Adam Dunn**  
Land Planning Manager

Cc: W & A Becker, -

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

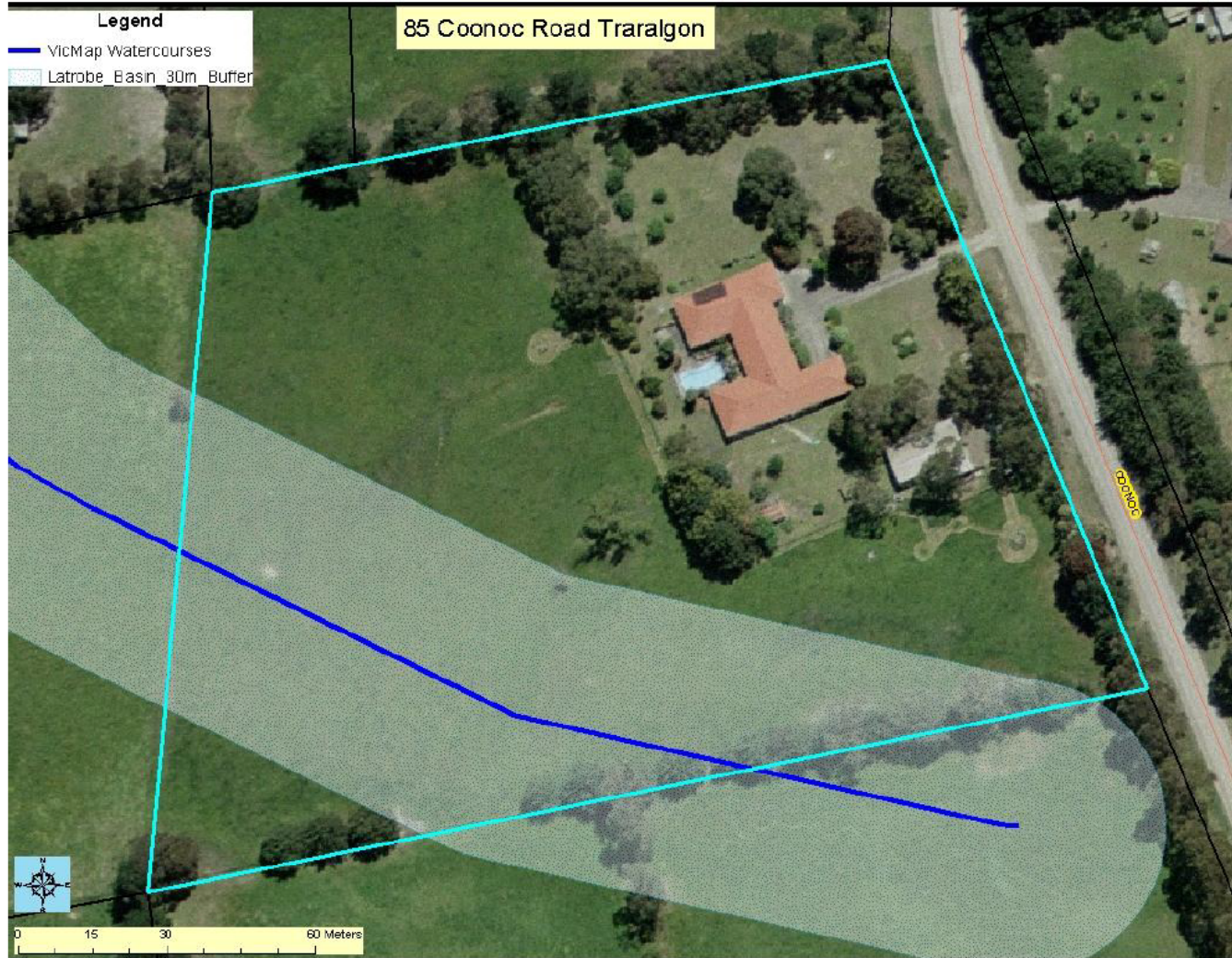
**Definitions and Disclaimers**

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 LATROBE Shire Council.
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.
6. No warranty is made as to the accuracy or liability of any studies, estimates, calculations, opinions, conclusions, recommendations (which may change without notice) or other information contained in this letter and, to the maximum extent permitted by law, the Authority disclaims all liability and responsibility for any direct or indirect loss or damage which may be suffered by any recipient or other person through relying on anything contained in or omitted from this letter.
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.





**Figure 1:** Showing 30m buffers either side of the designated waterway



Our Ref: 62229 - PL8388  
Your Ref: 2012/38

14 December 2012

Jacklyn Hiriaki  
Planning Officer  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

Dear Jacklyn,

APPLICATION NO. 2012/38, 5 LOT SUBDIVISION, 85 COONOC ROAD,  
TRARALGON (SPEAR REF S020630V)

Thank you for your referral dated 20 November 2011 regarding the above  
planning permit application. EPA is not a statutory referral Authority under  
Section 55 of the Planning and Environment Act 1987, since this proposal:

- (a) does not require a licence or works approval or amendment to a licence  
or works approval;
- (b) is not proposed to be used for an industry or warehouse for a purpose  
listed in the table to Clause 52.10 shown with a Note 1 or for which the  
threshold distance is not to be met; and
- (c) is not a proposed extractive industry intended to be used at a later date  
for landfill.

However, EPA offers the following comments with regard to this proposal:

#### **Australian Paper Buffer**

The application relates to a property which is located approximately 4.1km  
from the Australian Paper Mill. When making land use decisions, council  
must give regard to EPA Publication AQ 2/86 *Recommended Buffer  
Distances for Industrial Residual Air Emissions*. This guideline specifies that  
a paper or paper pulp industry involving the combustion of sulphur or sulphur  
containing materials requires a 5km buffer. As the property relating to this  
application falls within this buffer area, it is likely to be affected by amenity  
reducing impacts.

The guideline does allow for the buffer distance to be modified under a  
detailed study for site specific and local conditions. GHD Pty Ltd, on behalf  
of Australian Paper, have assessed the odour emissions from the site and  
devised a revised site specific buffer currently known as the "Adjusted  
Amenity Buffer". However, part of the property relating to this application is  
still located within this adjusted amenity buffer.

To protect both residents and industry alike, EPA advises against further  
intensification of residential areas within the Australian Paper buffer zone.

#### **Wastewater Disposal**

EPA has reviewed the Land Capability Assessment (LCA) for the proposal.  
The LCA states that the site has low permeability subsoil and poorly drained  
subsoil. The report also mentions a swale and frequently saturated soil.



7 Church Street  
Traralgon  
Victoria 3844  
PO Box 1332  
Traralgon Victoria 3844  
T: 1300 EPA VIC  
F: 03 5174 7851  
DX 219292  
www.epa.vic.gov.au



2

EPA recommends Council consider obtaining an independent review of the LCA, as the report submitted with the application raises numerous factors which may impact on the site being able to sustainably treat and contain wastewater on within the boundary of the property. I remind you that Clause 32 of the *State Environment Protection Policy (Waters of Victoria)* requires that prior to approving a development; Council must ensure that the allotment is capable of treating and retaining all wastewater within the allotment boundary.

Due to the above areas of concern, EPA does not support Council issuing a planning permit for this application.

Please contact our Planning Assessment Officer, Karen Taylor on 1300 EPA VIC (1300 372 842) if you require further information or advice.

Yours Sincerely



GARRY KAY  
EPA GIPPSLAND



DRAFT EPA CODE OF PRACTICE — ONSITE WASTEWATER MANAGEMENT

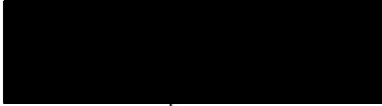
**Table 5: Setback distances for primary and secondary treated effluent disposal / irrigation areas<sup>1,2</sup>**

Landscape feature or structure	Land application setback distances (m)		
	Primary treated effluent	Secondary sewage & greywater effluent <sup>1,a</sup>	Advanced secondary greywater effluent <sup>3,4,b</sup>
<b>Building</b>			
Wastewater field up-slope of building <sup>7</sup>	6	3	3
Wastewater field down-slope of building	3	1.5	1.5
<b>Allotment boundary</b>			
Wastewater field up-slope of adjacent lot	6	3	1
Wastewater field down-slope of adjacent lot	3	1.5	0.5
<b>Services</b>			
Water supply pipe	3	1.5	1.5
Wastewater up-slope from potable supply channel	300	300	150
Wastewater field down-slope from potable supply channel	20	20	10
Gas	3	1.5	1.5
Underground water tank	15	7.5	3
Stormwater drain	6	3	2
In-ground swimming pool	6	3	2
Wastewater up-slope from cutting / escarpment	15	15	15
<b>Surface waters (up-slope from)</b>			
Dam, lake or reservoir (potable and for food production) <sup>8</sup>	300	300	300
Waterways (potable water supply) <sup>9</sup>	100	100	100
Dam, lake or reservoir (stock & non-potable) <sup>8</sup>	60	30	20
Waterways, wetlands, estuaries, ocean beach (continuous or ephemeral, non-potable, includes ocean at high-tide mark)	60	30	20
<b>Groundwater bore</b>			
Potable <sup>1,5</sup>	50	50	25
Non-potable	20	10	10
<b>Watertable</b>			
Vertical depth from base of trench to ground water table	1.2	1.2	1.2
Vertical depth from irrigation pipes to ground water table	NA	1.2	1.2

- 1 These distances act as a guide for the protection of environment and human health and must be measured horizontally from the defined boundary of the dispersal/irrigation area. Only the 'Watertable' category is measured vertically through the soil profile. For surface waters, the measuring point shall be the 'bank-full level'.
- 2 Primary water-based sewerage systems must only be installed in unsewered areas; secondary sewerage system must only be installed and managed in sewerage areas by water corporations; secondary greywater systems can be installed in sewerage and unsewered areas.
- 3 Advanced secondary treated greywater of 10/10/10 standard.
- 4 With the exception of potable groundwater bores, Special Water Supply Catchments and cutting/escarpments the setback distances for secondary treated effluent with a minimum of 20/30 and 20/30/10 standard can be reduced by up to 50 per cent of the primary treated effluent setback distances, where all the following conditions are met:
  - slopes are <5% or pressure-compensating sub-surface irrigation is installed along the contour. (Where the slope is >5% and there is a risk of land slippage, a reduction in setback distances may not be appropriate. A geotechnical assessment maybe needed to determine the risk of land-slippage, especially if the soil is likely to be saturated during winter); and
  - an ongoing maintenance and service contract with a service agent accredited by the manufacturer is in place to ensure the system is regularly serviced in accordance with the relevant EPA CA and Council Permit conditions.
- 5 The setback distance to a potable groundwater bore in clay soil can be reduced by up to 50% where treated and disinfected greywater (10/10/10 or 20/30/10 standard) is applied via pressure-compensating sub-surface or surface irrigation.
- 6 Effluent typically contains high levels of nutrients that may have a negative impact on native vegetation and promote the growth of weeds. When determining setbacks, Council should consider not only the potential impact of nutrients from the proposed onsite wastewater system, but the cumulative impact of the existing onsite wastewater systems in the area.
- 7 Setback distances help protect human health. Establishing an effluent dispersal/irrigation area upslope of a building may have implications for the structural integrity of the building. This issue is beyond this Code's scope and should be examined by a building professional on a site-by-site basis.
- 8 Does not apply to dams and reservoirs located above ground-level which cannot receive run-off.
- 9 Means a waterway within a Special Water Supply Catchment Area listed in Schedule 5 of the Catchment and Land Protection (CaLP) Act 1994 or waterway within a Special Area as created under Section 27 of the CaLP Act.

11/10/12  
10/5/12

Brian and Lynda Pinches



7/5/2012



Latrobe City Council

PO Box 264

Morwell 3840

Re 2012/38 OBJECTION Letter

To the Latrobe City Council,

We object to the subdivision being proposed for 85 Coonac Road Traralgon application reference 2012/38 for the following reasons.

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.

1. We feel as per the sub division put in next to this one that there is no method of getting rid of the storm water from the roofs of five houses other than what is being done next door where the water is being piped to my fence and then being released via a culvert grate on to my property. So is this going to happen again with this storm water? This is because I am down hill of this position and per the subdivision next door the Latrobe City Council do not care about the effected land holders after the subdivision has been put in. Refer to correspondence and meeting notes with planning department.
2. The septic water will run off will come on to my property due to the poor level of soil and the low percolation test of the soil. This is due to my property being downhill of this proposed subdivision.

What guarantee do we have that if this subdivision is granted that the council will care what happens to the other land holder? From person experience I have found the council do not care once a permit is approved so we oppose this subdivision.

Yours

Brian and Lynda Pinches

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pw 22/5  
Jacklyn

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.

16<sup>th</sup> May 2012

To Whom It May Concern,

Re:- Reference No. 2012/38  
WH Becker and AH Becker

We oppose the subdivision, as we feel water catchment is at a bare minimum.

If the "developer" can build any supply efficient storm water and water catchment to suit beyond the environmental studies partaken, then we would have no objections.

Simply the excess water run off will go into our property and make it difficult for any development we may wish to do in the future. We have (in 1978) forsaken some of our land for road development (Regan Rd) and do not wish to forsake our land for "water catchment" at our expense, to benefit our neighbour.

Thank you for the opportunity but we object to this development as your environmental study is not sufficed.

Thank you

  
Gino Tripodi

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**16.3 PLANNING PERMIT APPLICATION 2012/153 - DEVELOPMENT  
OF FOUR DWELLINGS ON A LOT AT 7 STEELE COURT,  
TRARALGON**

**General Manager**

**Governance**

**For Decision**

**PURPOSE**

The purpose of this report is to determine Planning Permit Application 2012/153 for the development of four (4) dwellings on a lot at 7 Steele Court, Traralgon.

**DECLARATION OF INTERESTS**

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016.

*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 complimentary to its surroundings and which provides for a connected and inclusive community.

*Latrobe City Council Plan 2012 - 2016*

*Shaping Our Future*

Gippsland's Regional City  
*Strengthening our profile*

An active connected and caring community  
*Supporting all*

Attract, retain, support  
*Enhancing opportunity, learning and lifestyles*

*Strategic Direction – Built Environment*

Promote and support high quality urban design within the built environment. Ensure proposed developments enhance the liveability of Latrobe City, and provide for a more sustainable community.

Legislation

The discussions and recommendations of this report are consistent with the provisions of the *Planning and Environment Act 1987* (the Act) and the Latrobe Planning Scheme (the Scheme), which are relevant to this application.

**BACKGROUND**

**SUMMARY**

Land:	7 Steele Court TRARALGON, known as Lot 23 on Plan of Subdivision 017926
Proponent:	Mr Warren Foster WJFA Architects
Zoning:	Residential 1 Zone
Overlay	No Overlays

A Planning Permit is required for the development of two or more dwellings on a lot within the Residential 1 Zone in accordance with Clause 32.01-4 of the Latrobe Planning Scheme (the Scheme).

**PROPOSAL**

The application is for the construction of four dwellings on a lot within the Residential 1 Zone.

Each of the proposed dwellings are single storey and semi-attached. All units will be accessed by a common driveway and all units will have secure parking spaces.

Proposed Units 1 and 3 will contain two bedrooms, a bathroom/laundry, an open plan kitchen/meals area and living area addressing the designated private open space areas. One secured car parking space has been provided.

Proposed Units 2 and 4 will contain three bedrooms, a bathroom/laundry, an open plan kitchen/meals area and living area addressing the designated private open space areas. Two secured car parking spaces have been provided. Each of the dwellings will be constructed from face brickwork, with a colourbond steel roof.

For further details, please refer to *Attachment 1* to view a copy of the proposed plans.



Subject Land:

The subject land is located at the south eastern corner of Steele Court, covering an overall area of 1293 m<sup>2</sup> with a 10 metre frontage to Steele Court. The lot is of a battle axe shape, with a northern boundary of 45 metres and western boundary of 51 metres.

The site is currently vacant, generally flat, predominantly covered in grass, with 6 trees located adjacent to the northern, western and south-eastern lot boundaries.

A previous planning permit application was lodged in 2010 for the construction of four dwellings on a lot by a different applicant; this application lapsed in 2011 as numerous issues were not addressed as part of the further information request.

Surrounding Land Use:

North:	8 Steele Court, Traralgon. Single dwelling and ancillary outbuildings.
South:	12 Pollock Avenue, Traralgon. Single dwelling and ancillary outbuildings.  10 Pollock Avenue, Traralgon. Single dwelling and ancillary outbuildings.
East:	6 Steele Court, Traralgon. Single dwelling and ancillary outbuildings.
West:	3 Doherty Court, Traralgon. Single dwelling and ancillary outbuildings.  4 Doherty Court, Traralgon. Single dwelling and ancillary outbuildings.

**HISTORY OF APPLICATION**

The history of the assessment of planning permit application 2010/352 is identified within *Attachment 2*.

The relevant provisions of the Scheme relevant to this application are identified within *Attachment 3*.

The location of the subject site within the Traralgon Township is illustrated in *Attachment 6*.

**ISSUES****ASSESSMENT AGAINST THE RELEVANT PLANNING POLICIES**

The proposal has been assessed in accordance with the State Planning Policy Framework (SPPF) and the Local Planning Policy Framework (LPPF), including the Municipal Strategic Statement (MSS). It is considered that the proposal complies with both the SPPF and LPPF which state that planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas.

This includes increasing housing diversity and affordability. The proposal will add to the range of available housing types to meet increasingly diverse needs, and assist in directing urban growth into Traralgon, which is an important regional centre as identified in the Scheme.

The subject site is located within a Residential 1 Zone (R1Z), and the proposal has been assessed against the purpose and decision guidelines of the R1Z. It is reasonable to consider that the subject site is appropriately zoned for residential development.

**DESIGN RESPONSE**

As part of the planning permit application, detailed site analysis plans and a written design response have been submitted by the applicant to explain how the proposal has been designed to derive from, and respond to the neighbourhood character. The applicant has worked with Council's Planning Officers to address issues regarding the detailed design of the proposal. Further to the receipt of amended plans from the applicant, Council Officers are of the view that the design response is appropriate to the neighbourhood and the site, and that the proposal generally respects the existing neighbourhood character of the area as follows:

- The single storey form of the proposed development is not foreign to the subject area, as it is evident that there are dwellings of a similar scale in close proximity to the subject site.

- The semi-attached design of the four dwellings is not typical of the area; however the level of articulation between the dwellings and implementation of varying roof lines allows for each individual dwelling to be easily identified within the lot and as a result, is not considered to detract from the character of the neighbourhood.
- The building materials chosen for the development, consisting of brick veneer and colourbond roofing, in conjunction with the modern design, will not result in visual bulk and therefore not significantly alter the character of the neighbourhood.
- The location of drainage and sewerage easements on the site has placed some constraints on the full development potential of the site, which in turn has significantly influenced the design of the proposal. The location of the secluded private open space areas for proposed Units 1 and 2 is considered to be acceptable, located to the north of the dwellings, to maximise sun exposure. The location of the secluded private open spaces areas for Units 3 and 4 are considered to be acceptable given the constraints of the subject site and the single storey nature of the dwellings.
- Additional landscaping plans will be requested via a permit condition, if approved in order to minimise the visual impact the proposal will have on the streetscape of Steele Court.
- It is noted that the proposal is set back 6.65 metres from the Steele Court frontage. The required standard is 6.84 metres. Given the location of the lot within the court, a dispensation of 0.19 metres in this circumstance is considered to be acceptable and appropriate.

### **CLAUSE 55 ASSESSMENT**

The proposal has been assessed against Clause 55 of the Scheme and is deemed to satisfy the relevant objectives and standards of the Clause in relation to neighbourhood character, site layout, building massing, amenity impacts, on site amenity, facilities and detailed design of the proposal.

### **OBJECTIONS**

The application received two (2) submissions in the form of objections. A copy of these objections can be viewed at *Attachment 4* of this report. The issues raised were:

- 1 Devaluation of adjoining properties

#### **Officer Comment:**

Decrease in property value is typically not a ground for refusal when considered at VCAT hearings. The property values component of any objection is outside the realms of matters to be considered by this application.

## 2 Car parking concerns

Officer Comment:

Clause 52.06 requires that for every five dwellings, one visitor car parking space should be provided. It must be noted that the scheme does not require visitor car parking to be provided for the development of four dwellings on a lot.

Furthermore, Clause 52.06 requires the provision of 1 car parking space be provided for every 2 bedroom dwelling, and 2 car parking spaces are to be provided for dwellings encompassing 3 or more bedrooms.

The permit applicant has demonstrated that the required number of car parking spaces have been provided, and the vehicles are able to appropriately manoeuvre within the development to be able to exit the site in a forward direction.

## 3 Traffic activity concerns

Officer Comment:

Given the scale of the development, the potential increase of traffic activity within the Court as a result of the proposal is considered to be minor. The proximity of the site to a major road, Grey Street identified in a Road Zone category 1, leads to the notion that it is anticipated that the level of vehicular activity within the immediate vicinity of Grey Street is considered to be higher than in more 'hinterland' residential areas.

The current vehicle movements per day (vmpd) within Steele Court are approximately between 63 and 93 based on the number of dwellings in the court. The proposed development will increase this figure to approximately 117 to 130 vmpd; for environmental amenity purposes, the nominal maximum for an access place (Court) is 200 vmpd. The proposal will not exceed the nominal maximum for a Court, and therefore will not result in a level of traffic activity that could impact on the amenity of the environment.

By allowing this development to proceed, it is recognized that local traffic within the court will increase, however this level of activity can easily be absorbed by the prominence and proximity of Grey Street to the development.

## 4 Aesthetically unappealing design

Officer Comment:

The Clause 55 assessment completed as part of the application recognizes the current built form in the area as generally consisting of single detached dwellings, with gable roofs and ageing weatherboard finishes. The style of the proposed development is considered to be appropriate given the semi-attached form, roofing style, the level of articulation of the dwellings addressing the Steele Court frontage and materials chosen; which are typical for suburban areas.

## 5 Increase of noise emanating from the site

Officer Comment:

Additional noise associated with the dwellings is expected within an urban environment. However, given the scale and residential nature of the development, any noise emanating from the site is expected to be consistent with noises generated in urban areas; as a result, the proposal will not result in any material detriment to the surrounding area.

## 6 Overshadowing

Officer Comment:

The applicant has submitted shadow diagrams with the application that are consistent with the requirements of Standard B19 'Daylight to Existing Windows Objective' and Standard B21 'Overshadowing Open Space Objective'.

A copy of these plans may be viewed at *Attachment 1* of this report. It is considered that the proposal would have minimal overshadowing impact upon the private open space of adjoining properties.

## 7 Housing commission tenancy

Officer Comment:

The persons that may reside in the units once they are constructed is not a relevant planning consideration. Therefore, this objection is outside the realms of matters to be considered by the Responsible Authority.

In addition to the above mentioned issues which were detailed in the formal objections received by Council, the following issues were raised in the mediation meeting; it must be noted pursuant to Section 57(2) of the Planning and Environment Act, objections must be submitted in writing. Therefore the following issues are provided for information purposes and should not be accepted as grounds for an objection unless formalized in writing:

- 1 The proposal is not consistent with the neighbourhood

Officer Comment:

Whilst this development is the first 4 unit development in the court, it should be noted that there are other unit developments in close proximity to the subject site. At 169 Grey Street there is a 3 unit development and at 148 Grey Street there is a 6 unit development, There is also a two lot subdivision approved for 14 Pollock Avenue. This is evidence showing that the proposal would not be the first unit development of its kind within the area, and would continue to promote a mixture of lot sizes, dwelling densities and dwelling types which would be considered to be consistent with the objectives and strategies set out in the Clauses detailed in *Attachment 3* of this report. This issue is also addressed in Section 5.2 of this report.

- 2 Congestion within the court is an issue during school hours

Officer Comment:

The proposal has been shown to comply with the environmental amenity impact measures relating to vmpd (see 5.4-3 of this report). It is noted that vehicle congestion issues within the court relating to the pick up and drop off hours for the school across the road from Steele Court, may have an impact on the total vmpd for the court. A site inspection was completed on 15 February 2013; *Attachment 5* includes the images taken.

The images illustrate that on this particular day, between the times of 8:25-8:45 am and 3:10-3:30 pm, the level of traffic activity within the court is considered to be minor.

It is considered that the service lane abutting the school had sufficient capacity to service the pick up and drop off needs of the school users. In this context it would be unreasonable to request the proponent to accommodate or be adversely impacted by traffic that may be associated with the school.

- 3 Parking on nature strips

Officer Comment:

The parking of vehicles on nature strips is a Local Laws issue and therefore is not a relevant planning consideration.

- 4 Behaviour of potential habitants

Officer Comment:

The persons that may reside in the units once they are constructed and their subsequent behaviour are not a relevant planning consideration. Therefore, this objection is outside the realms of matters to be considered by the Responsible Authority.

- 5 Fences are not appropriate

Officer Comment:

**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

The location and condition of fences between property owners is a civil issue and cannot be addressed within the jurisdiction of the Planning and Environment Act.

**FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal (VCAT).

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

**INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

Notification:

The application was advertised pursuant to Section 52(1)(a) and Section 52(1)(d) of the Act. Notices were sent to all adjoining and adjacent landowners and occupiers and an A3 notice was displayed on site for 14 days.

Two (2) submissions in the form of written objections were received for the application. The issues raised in the objections are discussed in section 5.3 of this report.

External:

The application was not required to be referred to any external authorities pursuant to Section 55 of the Act.

The application was referred to Gippsland Water under Section 52 (1) (d) of the act for their consideration. An objection was received from the authority in relation to the development of Unit 4 over an existing asset. The applicant subsequently submitted revised site plans to Council, addressing the objection in relation to the location of an asset. Gippsland Water subsequently withdrew the objection.

Internal:

Internal officer comments were sought from Council's Infrastructure Planning team in relation to access and drainage. The Infrastructure Planning team did not object to the granting of a Planning Permit in relation to their area of expertise, subject to appropriate conditions if approved.

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

It is noted that these comments only relate to part of the assessment process and should be considered in conjunction with the assessment details provided elsewhere in this report.

### *Details of Community Consultation following Notification:*

Following the referral and advertising of the application, two submissions in the form of objections were received.

A mediation meeting was held on 3 December 2012 which was attended by the applicant, 4 objectors and Council's planning officers. The grounds of the objections were discussed, including numerous issues outside of the realms of the application.

Consensus was not reached between the parties, which would have allowed the matter to be determined by officer delegation, therefore requiring a decision by Council.

### **OPTIONS**

Council has the following options in regard to this application:

- 1 Issue a Notice of Decision to Grant a Planning Permit; or
- 2 Issue a Notice of Refusal to Grant a Planning Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

### **CONCLUSION**

The proposal is considered to be:

- Consistent with the strategic direction of the State and Local Planning Policy Frameworks;
- Consistent with the 'Purpose' and 'Decision Guidelines' of the Residential 1 Zone; and
- Consistent with Clause 65 (Decision Guidelines).

The objections received have been considered against the provisions of the Latrobe Planning Scheme. Having evaluated the proposal against the relevant provisions of the Scheme, it is considered that the application meets the requirements of the Scheme, subject to the inclusion of appropriate Planning Permit conditions and notes.



**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)****Attachments**

1. ATTACHMENT 1 - Development Plans
2. ATTACHMENT 2 - History of Application
3. ATTACHMENT 3 - Provisions from Latrobe Planning Scheme
4. ATTACHMENT 4 - Copy of Objections
5. ATTACHMENT 5 - Site Inspection (Traffic Activity)
6. ATTACHMENT 6 - Site Context

**RECOMMENDATION**

That Council Issue a Notice of Decision to Grant a Planning Permit, for the Development of Four (4) Dwellings on a Lot at Lot 23 on Plan of Subdivision 017926, also known as 7 Steele Court, Traralgon, with the following conditions:

1. Prior to the commencement of any works hereby permitted, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted but modified to show:
  - a) The removal of the property's existing vehicle crossing and the construction of a new vehicle crossing to match the location of the proposed vehicle access way within the property; and
  - b) The location of the bin enclosures associated with each respective unit.
  - c) The windows of proposed Unit 1 addressing the Steele Court frontage allocated for the living area are to be amended to be larger, so as to provide a an appropriate front façade.
  - d) A landscape plan which is generally consistent with the previously submitted landscape plan prepared by Zenith Concepts, must be amended to be consistent with the endorsed site plan, and submitted to the Responsible Authority for approval.
2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

## Engineering Conditions:

3. Before works commence on the development hereby permitted, a site drainage plan including levels or contours of the land and all hydraulic computations must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and one copy and an electronic copy (PDF) must be provided. The drainage plan must be prepared in accordance with the requirements of Latrobe City Council's Design Guidelines and must provide for the following:
  - a) How the land including all buildings, open space and paved areas will be drained to the legal point of discharge for a 1 in 5 year ARI storm event.
  - b) An underground pipe drainage system conveying stormwater discharge to the legal point of discharge.
  - c) The provision of storm water detention within the site and prior to the point of discharge into the Latrobe City Council drainage system if the total rate of stormwater discharge from the property exceeds the rate of discharge that would result if a co-efficient of run-off of 0.4 was applied to the whole of the property area.
4. Appropriate measures must be implemented throughout the construction stage of the development to rectify and/or minimise mud, crushed rock or other debris being carried onto public roads or footpaths from the subject land, to the satisfaction of the Responsible Authority.
5. Before an Occupancy Permit is issued for the dwellings hereby permitted, or by such later date as is approved by the Responsible Authority in writing, the following works must be completed in accordance with the endorsed plans and to the satisfaction of the Responsible Authority:
  - a) All drainage works must be constructed in accordance with the approved site drainage plan.
  - b) All proposed vehicle crossings must be constructed in accordance with the endorsed plans, at right angles to the road and must comply with the vehicle crossing standards set out in Latrobe City Council's Standard Drawing LCC 307.
  - c) All redundant vehicle crossings must be removed and kerb and channel, footpath and nature strip reinstated.

- d) The areas on the endorsed plans shown for vehicle access must be constructed in accordance with the endorsed plans and be surfaced with concrete, reinforced concrete, brick paving or hot mix asphalt and drained in accordance with the approved site drainage plan.
6. No vehicle parking shall be permitted to occur in front of the garages of the proposed dwellings.

Landscaping Conditions:

7. Prior to the occupancy of the development or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
8. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.

General Conditions:

9. The exterior colour and cladding of the buildings must be of a non-reflective nature to the satisfaction of the Responsible Authority.
10. Upon completion of the works, the site must be cleared of all excess and unused building materials and debris to the satisfaction of the Responsible Authority.
11. Once building works have commenced they must be completed to the satisfaction of the Responsible Authority.

Expiry of Permit:

12. This permit will expire if one of the following circumstances applies:
- a) The development is not started within two years of the date of this permit; or
  - b) The development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.

- Note 1: This permit does not authorize the commencement of any building construction works. Before any such development may commence, the applicant must apply for and obtain appropriate building approval.
- Note 2: Unless exempted by Latrobe City Council, an Asset Protection Permit must be obtained prior to the commencement of any proposed building works, as defined by Latrobe City Council's Local Law No. 3. Latrobe City Council's Asset Protection Officer must be notified in writing at least 7 days prior to the building works commencing or prior to the delivery of materials/equipment to the site.
- Note 3: A Latrobe City Vehicle Crossing Permit must be obtained prior to the commencement of the construction of all new vehicle crossings and for the upgrading, alteration or removal of existing vehicle crossings. The relevant fees, charges and conditions of the Vehicle Crossing Permit will apply to all vehicle crossing works. It is a requirement that all vehicle crossing works be inspected by Latrobe City Council's Asset Protection Officer.
- Note 4: A Latrobe City Stormwater Connection Permit must be obtained prior to the connection of any new stormwater drainage into Latrobe City Council's stormwater drainage system. All new stormwater drainage connections must be inspected by Latrobe City Council's Asset Protection Officer before any backfilling of the connection is undertaken.
- Note 5: The location of the Legal Point of Discharge into Latrobe City Council's stormwater drainage system can be obtained for any property by completing a Legal Point of Discharge form, found at [www.latrobe.vic.gov.au/Services/Roads/WorksPermits/](http://www.latrobe.vic.gov.au/Services/Roads/WorksPermits/).
- Note 6: Vehicle crossings must be provided with minimum clearances to other infrastructure in accordance with Latrobe City Council's Vehicle Crossing Policy, including clearances to property boundaries, any adjacent side-entry pit, power or Telecommunications pole, manhole cover or marker, or street tree. Any relocation, alteration or replacement required shall be in accordance with the requirements of the relevant Authority and shall be at the applicant's expense.

**ALTERNATE MOTION**

That Council issues a Notice of Refusal to grant a planning permit for the development of four (4) dwellings on a Lot at Lot 23 on Plan of Subdivision 017926, also known as 7 Steele Court, Traralgon, on the following grounds;

1. The proposal is inconsistent with the objectives and strategies of Clause 16 of the State Planning Policy Framework.
2. The proposal does not meet the objective of Clause 55.02-1 (Neighbourhood Character objective). The layout and design of the dwellings is not consistent with the existing neighbourhood character of the area.
3. The proposal is contrary to Clause 65.01 in relation to effect on amenity in the area. The increase of traffic activity in Steele Court as a result of the proposed development will have a detrimental impact to the amenity of the area.

**Moved:** Cr Harriman

**Seconded:** Cr O'Callaghan

**That the Motion be adopted.**

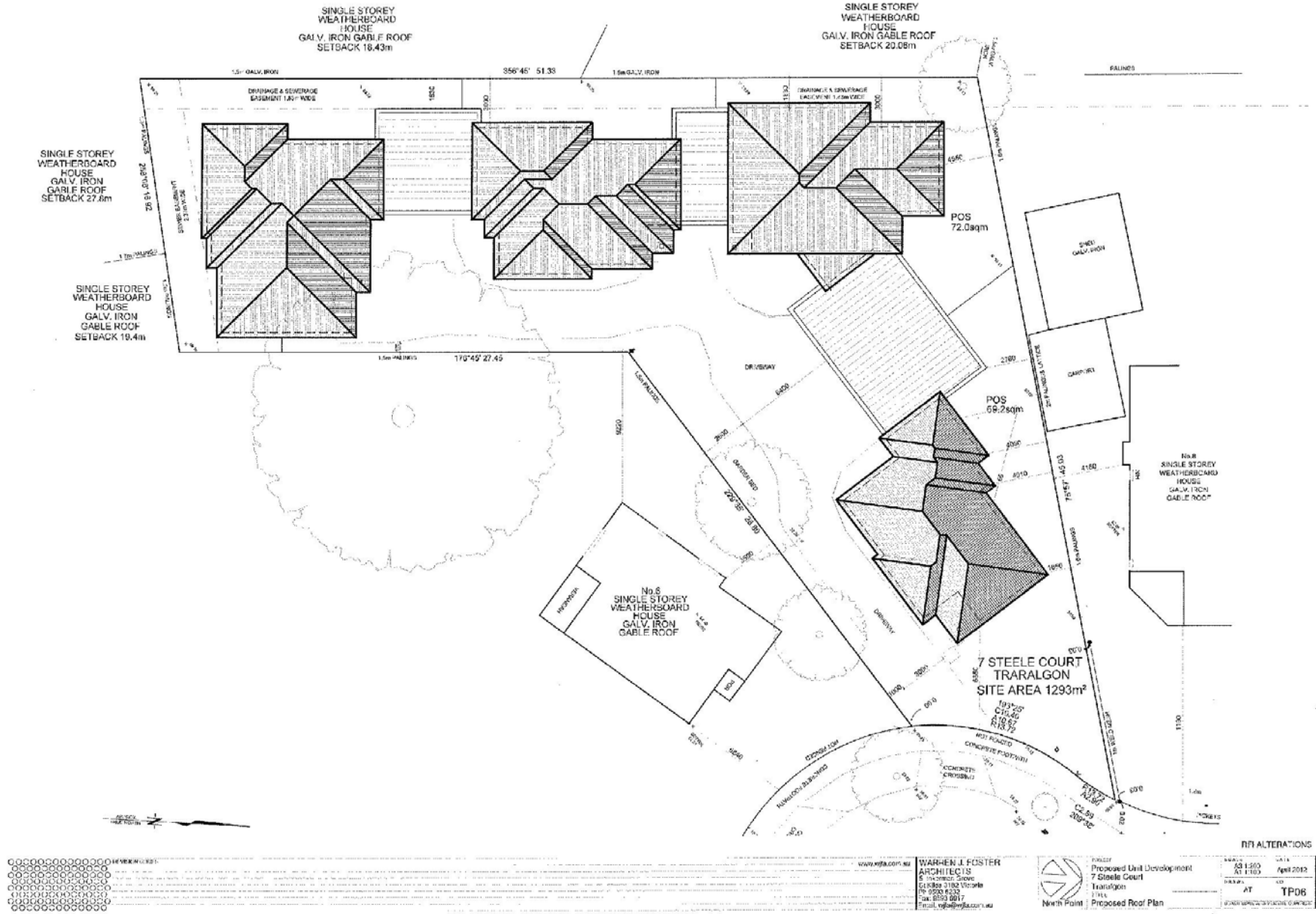
**CARRIED UNANIMOUSLY**

## 16.3

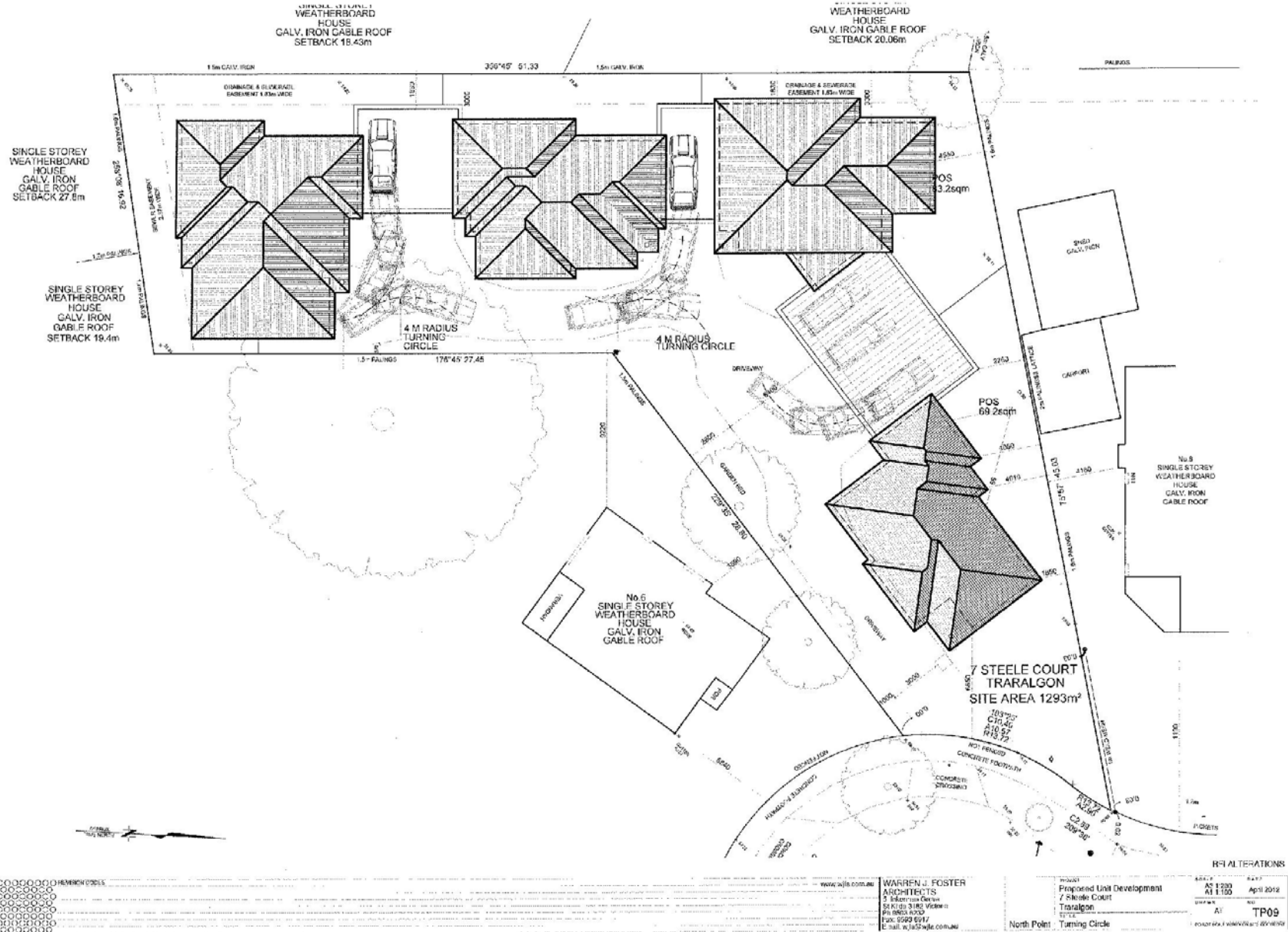
### PLANNING PERMIT APPLICATION 2012/153 - DEVELOPMENT OF FOUR DWELLINGS ON A LOT AT 7 STEELE COURT, TRARALGON

1	ATTACHMENT 1 - Development Plans.....	349
2	ATTACHMENT 2 - History of Application .....	359
3	ATTACHMENT 3 - Provisions from Latrobe Planning Scheme.....	361
4	ATTACHMENT 4 - Copy of Objections.....	363
5	ATTACHMENT 5 - Site Inspection (Traffic Activity).....	365
6	ATTACHMENT 6 - Site Context.....	369

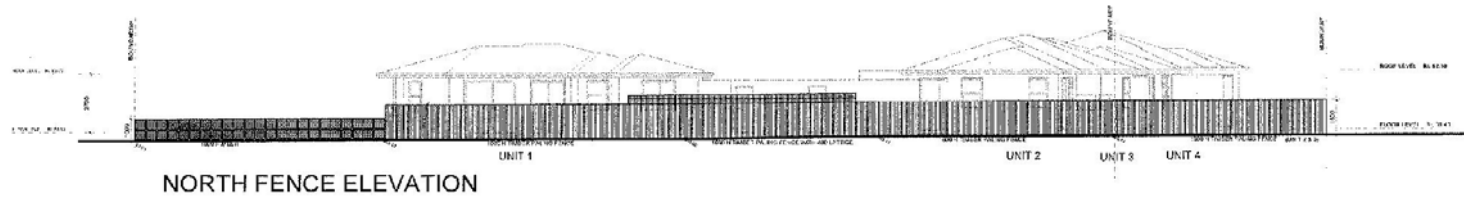




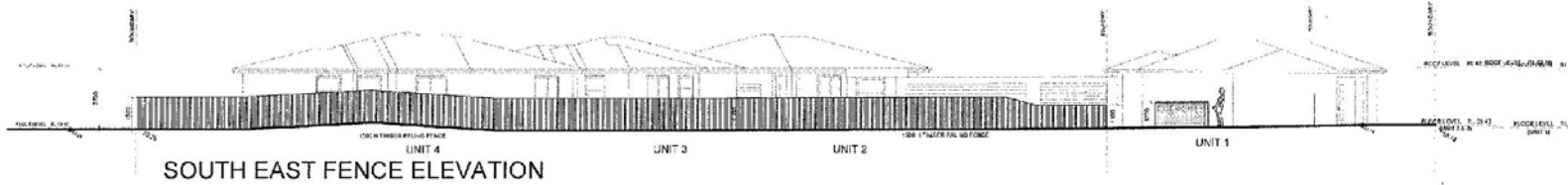




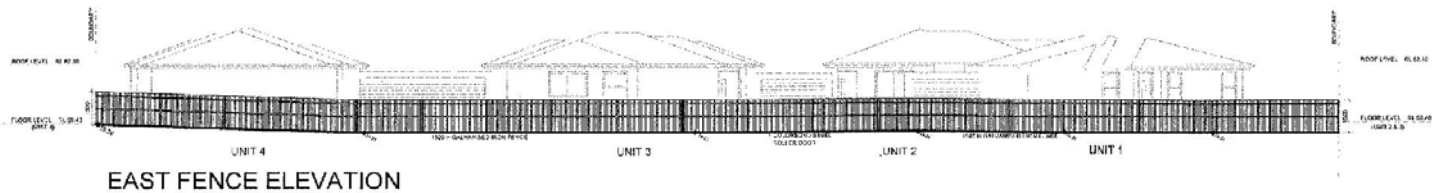




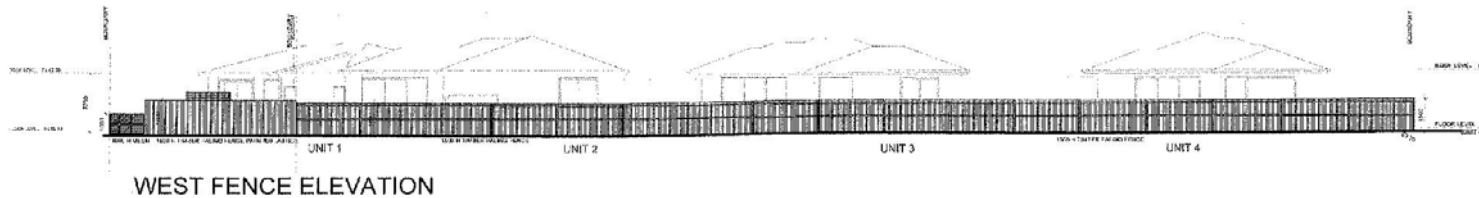
NORTH FENCE ELEVATION



SOUTH EAST FENCE ELEVATION



EAST FENCE ELEVATION



WEST FENCE ELEVATION



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REVISIONS			
NO.	DATE	DESCRIPTION	BY
1	11/02/12	Proposed Unit Development	WJF
2	11/02/12	7 Steele Court	WJF
3	11/02/12	Traralgon	WJF
4	11/02/12	North Point	WJF
5	11/02/12	Proposed Fence Elevations	WJF

**History of the Application**

14 June 2012	Application received by Council.
10 July 2012	Further information letter sent to applicant
1 August 2012	Amended plans received by Council from the applicant in response to the further information letter
11 September 2012	Application referred internally to Council's Infrastructure Planning team Notification package sent to applicant
28 September 2012	Objection received from Noel Wilson
1 October 2012	Objection received from Sally Kirstine
3 October 2012	Statutory declaration received
4 October 2012	Referral response received from Council's Infrastructure Planning team.
11 October 2012	Response from applicant received in relation to objections
3 December 2012	Mediation meeting held
21 January 2013	Gippsland Water notified of application
21 January 2013	Gippsland Water Objection received
31 January 2013	Amended plans received

**LATROBE PLANNING SCHEME****State Planning Policy Framework**

Clause 11.02 'Urban Growth'  
Clause 11.05 'Regional Development'  
Clause 15.01 'Urban Environment'  
Clause 16.01 'Residential Development'  
Clause 18.01 'Integrated Transport'  
Clause 18.02 'Movement Networks'  
Clause 19.03 'Development Infrastructure'

**Local Planning Policy Framework**

Clause 21.01 'Municipal Profile'  
Clause 21.02 'Municipal Vision'  
Clause 21.03 'Natural Environment Sustainability'  
Clause 21.04 'Built Environment Sustainability'  
Clause 21.05 'Main Towns'  
Clause 21.07 'Economic Sustainability'  
Clause 21.08 'Liveability'

**Zoning – Residential 1 Zone**

The subject land is located within a Residential 1 Zone.

**Overlay**

There are no overlays that affect this property.

**Particular Provisions**

Clause 52.06 Car Parking  
Clause 55 'Two or More Dwellings on a Lot'

**General Provisions**

Clause 65 'Decision Guidelines'

**Incorporated Documents**

There are no incorporated documents that relate to the consideration of this application.

2012/153  
Advan

REF No | 2012/153

To whom it may concern,

I am writing to you in objection to REF No 2012/153 of four units being built on the property block at 7 Steele court Traralgon. The reason I am writing to you in objection to the buildings going ahead is because I am a long time resident of Steele court and believe the building of the proposed units will have a major impact on the value of the properties in Steele court and the (already) limited parking available.

Introducing four units onto the court on a house block will have a huge impact on the availability in parking as parents deliver and collect their children from the schools in the area between the hours of 8.30-9.30 am and 2.30 -3.30 pm. This already congested court also has a substantial amount of foot traffic through it from school children travelling to and from school through the alley way at the end of the court, if the proposed four units were built that would logically mean at least four more cars that would have to get in, out or park in the court during these hours. Realistically the tenants of the proposed units would have guests that will have to park in the court however the unit plans only show one parking space per unit. I have concerns that the 4 units to the court will limit visibility and increase traffic that may cause accidents. This also raises the question, what if the units went ahead and the likely event the residents had more than one car each?

The proposal for the four units on the property block at 7 Steele court is for commission housing, not only will four units devalue the properties of Steele court but housing commission units will devalue the properties even more so. Will Latrobe city council compensate for the loss of property value? And is it not the council's obligation to look after the rate payers already residing in Steele court? The house block at 7 Steele court also shares fence lines with 6-7 other properties this means that if one of the residents at 7 Steele court was to make a lot of noise it would be heard by, not only other residence on the block of land but those that reside in the surrounding blocks which share fence lines.

Kind regards

Noel Wilson

Resident of [REDACTED]

<b>LATROBE CITY COUNCIL</b>	
<b>INFORMATION MANAGEMENT</b>	
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<b>28 SEP 2012</b>	
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September 27, 2012

Sally Kirstine  
[Redacted]

To the Responsible Authority

I am writing to object to the development of 4 dwellings on the lot, 7 Steele Court, Traralgon. Four dwellings placed on a block of that size is aesthetically unappealing, increases noise to my property and will cause an increase in the amount of shade, ie less sun filtering through to the back of my property, hence preventing the lawn from drying. It would also create a considerable increase in congestion within the court. The building of two dwellings on the block would be acceptable.



Sally Kirstine  
[Redacted]

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
01 OCT 2012	
R/O:	Doc No:
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy registered in DataWatch	<input type="checkbox"/> Invoice forwarded to ACCOUNTS

**SITE INSPECTION NOTES**

SITE ADDRESS: STEELE COURT, TRARALGON

OFFICER: ADNAN VOLODER DATE: 15 FEBRUARY 2013

FILE NO: 2012/153

**TRAFFIC CONDITIONS OF THE COURT**

**TIME: 8:25AM TO 8:45AM**



**FACING STEELE COURT**



**FACING EAST FROM STEELE COURT**



**SITE INSPECTION NOTES**

FILE NO: 2012/153

SITE ADDRESS: STEELE COURT, TRARALGON

OFFICER: ADNAN VOLODER DATE: 15 FEBRUARY 2013



**FACING WEST FROM STEELE COURT**

**TRAFFIC CONDITIONS OF THE COURT  
TIME: 3:10PM TO 3:30PM**



**FACING STEELE COURT**

**SITE INSPECTION NOTES**

SITE ADDRESS: STEELE COURT, TRARALGON

OFFICER: ADNAN VOLODER DATE: 15 FEBRUARY 2013

FILE NO: 2012/153






**FACING EAST FROM STEELE COURT**



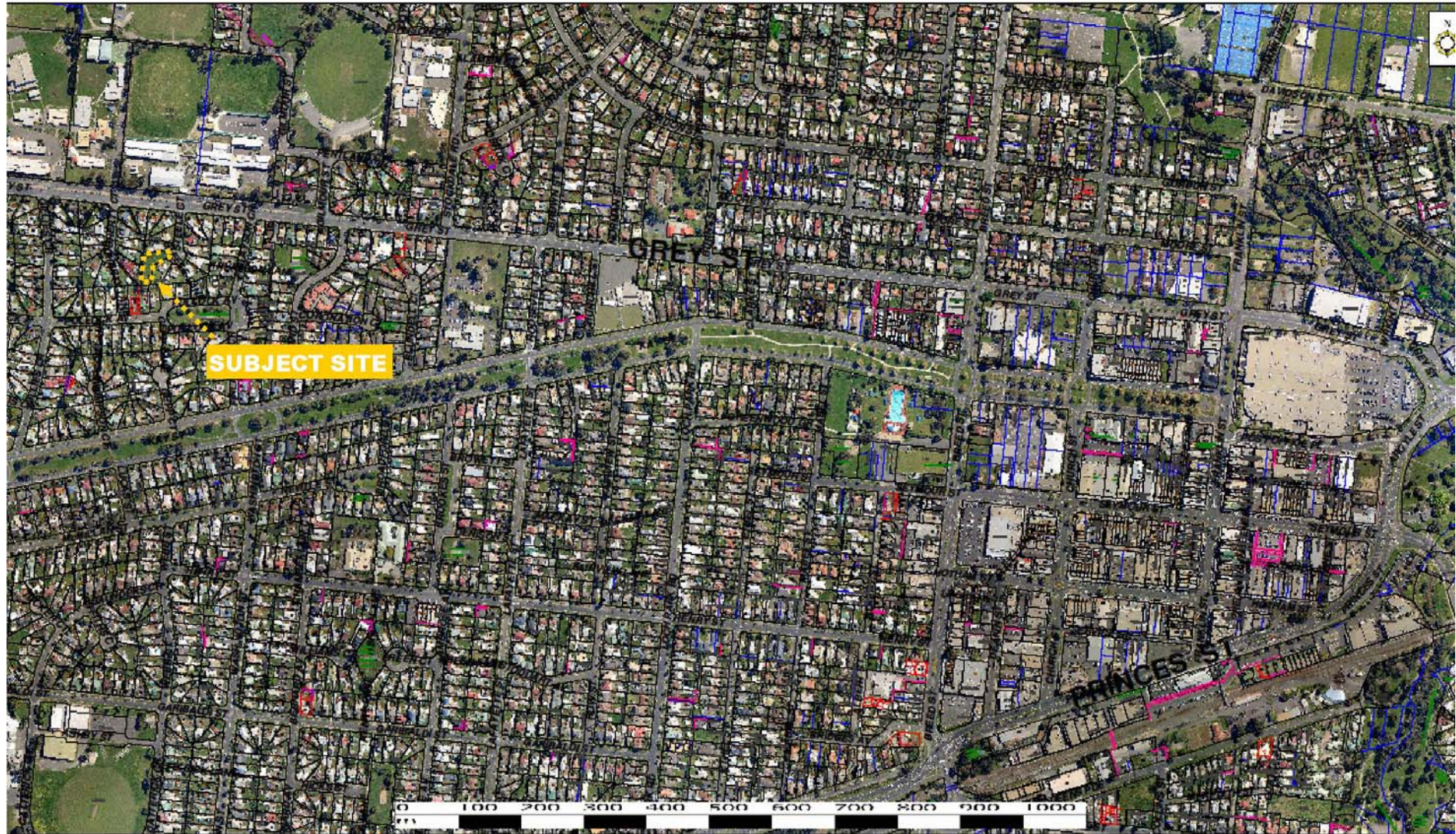
**FACING WEST FROM STEELE COURT**







### 7 STEELE COURT TRARALGON

-  Shire Boundary
-  Easement
-  Proposed Easement

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### 7 STEELE COURT TRARALGON

-  Shire Boundary
-  Shire Boundary - Mid
-  Easement
-  Proposed Easement

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**16.4 PLANNING PERMIT APPLICATION 2012/193 - 9 TINTERN  
PLACE, TRARALGON****General Manager****Governance****For Decision****PURPOSE**

The purpose of this report is to determine Planning Permit Application 2012/193 for the development of three dwellings at 9 Tintern Place, Traralgon.

**DECLARATION OF INTERESTS**

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2012-2016.

***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 complimentary to its surroundings and which provides for connected and inclusive community.

***Latrobe City Council Plan 2012 - 2016******Strategic Direction – Built Environment***

- *Promote and support high quality urban design within the built environment; and*
- *Ensure proposed developments enhance the liveability of Latrobe City, and provide for a more sustainable community.*

***Legislation –***

- Planning & Environment Act 1987
- Local Government Act 1989

**BACKGROUND**

This section covers

- Summary
- Proposal
- History of Application
- Latrobe Planning Scheme

**SUMMARY**

Land: 9 Tintern Place, Traralgon, known as Lot 23 on PS620558N.

Proponent: Vision 3 Architecture

Zoning: Residential 1 Zone

Overlay No overlays

A Planning Permit is required for the construction of two or more dwellings on a lot in accordance with Clause 32.01-4 Residential 1 Zone.

**PROPOSAL**

It is proposed to construct three single storey dwellings on the site. The dwellings would all have frontage to Tintern Place. Dwellings 1 and 2 would be semi-detached and Dwelling 3 would be detached.

Each dwelling would comprise three bedrooms, a bathroom, laundry, kitchen and living areas. Private open space would be located at the rear with access from living rooms.

A single car garage for each dwelling would be incorporated under the roofline of each dwelling. Each dwelling would also have a tandem car space in front of the garage. A 5.5 metre wide crossover would provide vehicle access for Dwellings 1 and 2, and a 3.0 metre wide crossover would provide vehicle access for Dwelling 3.

The dwellings would be finished in a mixture of face brickwork and render and would have tiled pitched roofs. No front fencing is proposed. Landscaping would be provided in the front setback and private open space areas of the development.

A copy of the plans can be found at Attachment 1.

**Subject Land:**

The subject site is irregular in shape and is located on the northern side of Tintern Place in Traralgon. It has a frontage to Tintern Place of 33.46 metres, a depth of 31.68 metres, and an overall area of 808.3 square metres. There is a 2.0 metre wide drainage easement in the north-eastern corner of the site. The site rises approximately 1.0 metre from the front south-east corner to the middle of the site where it flattens out, and then falls 0.4 metres to the rear north-west corner.

The site is currently vacant and does not have any significant vegetation.

The site is located approximately 1.5 kilometres from the Traralgon Principal Activity Centre.

**Surrounding Land Use:**

The site and surrounds form part of the Sherwood Park Estate where land is in the process of being developed with dwellings. Development generally consists of single detached dwellings on a variety of residential lot sizes.

The use and development of land surrounding the subject site can be summarised as follows:

North	Eton Avenue	Vacant residential land
South	15 & 16 Tintern Place	Vacant residential land
East	10 Tintern Place	Vacant residential land
West	8 Tintern Place	Vacant residential land

A locality plan can be found at Attachment 2.

It should be noted that there are two other current planning permit applications for multi dwellings in Tintern Place. No. 5 Tintern Place has an application for four dwellings (Council is awaiting further information from the applicant), and No. 26 Tintern Place has an application for four dwellings (an application for review has been lodged at VCAT for failing to determine the application within the prescribed time).

**HISTORY OF APPLICATION**

The history of the assessment of planning permit application 2012/193 can be found in Attachment 3.

The relevant provisions of the Scheme relevant to this application are in Attachment 4.

**LATROBE PLANNING SCHEME****State Planning Policy Framework (SPPF)**

The proposal has been considered against the relevant clauses under the State Planning Policy Framework.

The State Planning Policy Framework Clause 15.01-1 'Urban Design' requires development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.

Clause 16.01-1 'Integrated Housing' encourages an increase in the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.

Clause 16.01-2 Location of Residential Development states that new housing should be located in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.

The objective of Clause 16.01-4 'Housing Diversity' is to provide for a range of housing types to meet increasingly diverse needs. Strategies to achieve this objective include ensuring planning for growth areas provides for a mix of housing types and higher housing densities in and around activity centres; and encouraging the development of well-designed medium-density housing which respects the neighbourhood character, improves housing choice, makes better use of existing infrastructure and improves energy efficiency.

The proposal is considered to be consistent with the policy outlined above. The application proposes medium density development in an area suitable for residential development. The proposal is an appropriate response to the subject site and the emerging character of the area. This will be discussed further in the 'Issues' section of this report.

**Local Planning Policy Framework (LPPF)**

The proposal has been considered against the relevant clauses under the Local Planning Policy Framework.

Within the Local Planning Policy Framework Clause 21.04-2 'Settlement Overview' has objectives to contain urban development within distinct boundaries and to encourage a wider variety of housing types, especially smaller and more compact housing, to meet the changing housing needs of the community.



The site is identified in an “existing residential opportunity” area (Area 12) on the Traralgon Structure Plan in the Latrobe Planning Scheme. Clause 21.05 Main Towns states that well designed infill development throughout the existing urban area, especially in locations close to activity centres, areas of open space and areas with good public transport accessibility should be encouraged. Consolidation of urban settlement within the urban zoned boundaries in accordance with the adopted structure plans is also encouraged.

It is considered that the proposal satisfies this policy direction and that the scale of the proposed development is suitable for the subject site. This will be discussed further in the ‘Issues’ section of this report.

### **Zoning**

The site is located within a Residential 1 Zone and is not subject to any overlays. The purpose and decision guidelines of the Residential 1 Zone have been taken into account as part of the assessment of this application and it is considered that the application complies with the zoning provisions.

These elements will be further discussed in the ‘Issues’ section of this report.

### **Particular Provisions**

Clause 52.06 Car Parking:

The proposal has been assessed against Clause 52.06 and found to comply. Two car parking spaces are required to be provided for a dwelling comprising three or more bedrooms. One garaged space and one tandem space have been provided for each dwelling in accordance with this clause.

Clause 55 Two or More Dwellings on a Lot:

The application has been assessed against Clause 55 and it is considered to be compliant with the applicable standards. These elements will be discussed later in this report. A copy of the ResCode assessment can be found at Attachment 5.

**Decision Guidelines** (Clause 65):

The proposal accords with the relevant decision guidelines of this clause.

**Incorporated Documents** (Clause 81):

- Australian Standard AS/NZS 2890.1:2004, Parking Facilities – Offstreet car parking, Standards Australia 2004

## ISSUES

### Strategic direction of the State and Local Planning Policy Frameworks:

It is considered that the development of the site for multi-dwellings satisfies State and Local Planning Policy Frameworks in that the site is an appropriate location for multi-dwelling development as it is located within the residential area of Traralgon. The proposal is respectful of the surrounding neighbourhood and would provide high quality urban design within Tintern Place.

### Clause 55 ResCode:

The proposal demonstrates compliance with the objectives and standards of ResCode. The dwellings would be single storey and constructed from brick and render, materials commonly found in the immediate area. As such the design of the proposed dwellings would blend in well with the existing and emerging character of the neighbourhood. The proposal satisfies the setbacks, building heights, private open space, on site amenity and vehicle access standards. There would be no off-site amenity impacts such as overlooking and overshadowing from the proposal. A condition of any approval issued will require the applicant to lodge a landscaping plan.

Council's Infrastructure Planning Team has assessed the proposal and found it to be satisfactory but will require conditions to be placed on any approval issued for the management of stormwater from the site and construction of vehicle crossings. A condition will also require an existing street light to be relocated due to the proposed location of the vehicle crossing for Dwelling 3. This must be shown on an amended plan and relocation works undertaken at the developer's cost.

### Car Parking

As discussed, the application complies with the requirements of Clause 52.06 Car Parking of the Latrobe Planning Scheme. Each dwelling would have three bedrooms and two car parking spaces. The tandem configuration for the car parking spaces is considered to be an acceptable arrangement.

Response to Objections

The application received six submissions in the form of objections. The issues raised were:

- 1 Inadequate car parking for residents and visitors.

Comment:

The proposal satisfies the requirements of the Latrobe Planning Scheme in relation to car parking provision. Two vehicles for each dwelling will be able to park on site. The proposed garages would be set back greater than 5.0 metres from the site frontage allowing a vehicle to park on site safely in tandem.

- 2 Increased traffic and on street car parking causing problems on street.

Comment:

The provision of car parking meets the requirements of the planning scheme. Council's Infrastructure Planning Team has not raised any concerns regarding traffic congestion as part of the assessment of the proposal. It is envisaged that noise and traffic generation from the dwellings will not be excessive.

- 3 Neighbourhood character.

Comment:

The proposal is for three dwellings on a lot. The majority of the surrounding allotments are and will be developed for single dwellings. Multiple dwellings on a lot are permissible in the Residential 1 Zone if they meet the requirements of the planning scheme. As discussed in this report, the proposal has achieved compliance with ResCode and satisfies car parking requirements. The proposed design, layout and materials are compatible with the surrounding area. Three smaller dwellings on a lot will cater for smaller household sizes and would contribute to a variety of dwelling types in the area as encouraged by State and local planning policy.

- 4 Decrease in property values.

Comment:

Property values are not considered to be a valid planning consideration.

5 Front setback does not comply with ResCode.

Comment:

Clause 55.03-1 Street Setback objectives allows a 4.0 metre front setback for development when there are no existing buildings on either side of the site. As the adjoining properties on either side of the subject site are vacant, a 4.0 metre setback is applicable in this instance. The proposal has front setbacks ranging from 4.1 metres to 5.86 metres in accordance with this clause.

6 Developer has completed other developments in area to a poor standard.

Comment:

Council can ensure a development is built according to the plans endorsed to the permit but cannot control the quality of finish for the dwellings. This is beyond the scope of the Council jurisdiction.

7 Dual crossover will not allow safe vehicle access.

Comment:

Council's Infrastructure Planning Team has assessed the application and has found the crossover locations to be in accordance with Council policy.

8 Dwellings will probably be rented and will attract a poorer tenant due to cheaper rent.

Comment:

Council cannot control the tenure or type of person that may ultimately reside in the dwellings. This is not a relevant planning consideration.

### **FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal (VCAT).

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

**INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

**Notification:**

The application was advertised pursuant to Section 52(1)(a) and Section 52(1)(d) of the Act. Notices were sent to all adjoining and adjacent landowners and occupiers and an A3 notice was displayed on the site frontage for 14 days. The application was advertised more broadly in the street due to a large number of vacant lots.

**External:**

There were no external referrals.

**Internal:**

Internal officer comments were sought from Council's Infrastructure Planning Team who gave consent to the granting of a planning permit subject to appropriate conditions and notes.

***Details of Community Consultation following Notification:***

Five objections to the application were received. The applicant refused the offer of a mediation meeting and asked that the application proceed to a Council meeting for a decision.

A copy of the submissions can be found at Attachment 6.

**OPTIONS**

Council has the following options in regard to this application:

- 1 Issue a Notice of Decision to Grant a Planning Permit.
- 2 Issue a Refusal to Grant a Planning Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

**CONCLUSION**

The proposal is considered to be:

- Consistent with the strategic direction of the State and Local Planning Policy Frameworks;
- Consistent with the 'Purpose' and 'Decision Guidelines' of the Residential 1 Zone;
- Consistent with Clause 65 (Decision Guidelines); and
- The objections received have been considered against the provisions of the Latrobe Planning Scheme and the relevant planning concerns have been considered. Relevant permit conditions addressing these issues will be required. The objections received do not form planning grounds on which the application should be refused.

**Attachments**

1. Attachment 1 Copy of Plans
2. Attachment 2 Locality Plan
3. Attachment 3 History of Application
4. Attachment 4 Relevant Ordinance
5. Attachment 5 Clause 55 Assessment
6. Attachment 6 Copies of Submissions

**RECOMMENDATION**

- A. That Council issues a Notice of Decision to Grant a Planning Permit for the development of three dwellings at 9 Tintern Place, Traralgon known as Lot 23 on PS620558N with the following conditions:
1. Prior to the commencement of any works hereby permitted, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted but modified to show:
    - a) The relocation of the existing street light and pole in front of the proposed unit 3 so that the light and pole are at least one metre from the edge of the vehicle crossing proposed to provide vehicle access to Dwelling 3. The plan must note that this work will be at the cost of the operator of this permit.
  2. The development as shown on the endorsed plans must not be altered without the consent of the Responsible Authority.

3. Before the development starts, a landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:
  - a) A survey (including botanical names) of all existing vegetation to be retained and/or removed;
  - b) Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary;
  - c) Details of surface finishes of pathways and driveways;
  - d) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant;
  - e) Landscaping and planting within all open areas of the site; and
  - f) One canopy tree (minimum two metres tall when planted) to be planted in the front setback or private open space of each unit.
4. Within three months of the issue of a certificate of occupancy or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
5. The landscaping as shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.
6. All building plant and equipment are to be concealed to the satisfaction of the Responsible Authority. The construction of any additional plant machinery and equipment, including but not limited to all air-conditioning equipment, ducts, exhausts and communications equipment must be to the satisfaction of the Responsible Authority.
7. Construction works on the land must be carried out in a manner which does not result in damage to existing Council assets and does not cause detriment to any adjoining land owners or occupiers.
8. Once building works have commenced they must be completed to the satisfaction of the Responsible Authority.
9. Upon completion of the works, the site must be cleared of all excess and unused building materials and debris to the satisfaction of the Responsible Authority.
10. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

11. Before works commence on the development hereby permitted, a site drainage plan including levels or contours of the land and all hydraulic computations, must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and one copy and an electronic copy (PDF) must be provided. The drainage plan must be prepared in accordance with the requirements of Latrobe City Council's Design Guidelines and must provide for the following:
  - a) How the land including all buildings, open space and paved areas will be drained for a 1 in 5 year ARI storm event.
  - b) An underground pipe drainage system conveying stormwater discharge from each dwelling separately to the legal point of discharge.
  - c) The provision of a stormwater detention system within the site and prior to the point of discharge into Latrobe City Council's drainage system. The stormwater detention system must be designed to detain the difference between the stormwater discharge from the proposed development and the rate of discharge from the total area of the land based upon a co-efficient of run-off of 0.6.
15. Appropriate measures must be implemented throughout the construction stage of the development to rectify and/or minimise mud, crushed rock or other debris being carried onto public roads or footpaths from the subject land, to the satisfaction of the Responsible Authority.
16. Before an Occupancy Permit is issued for the dwellings hereby permitted, or by such later date as is approved by the Responsible Authority in writing, the following works must be completed in accordance with the endorsed plans and to the satisfaction of the Responsible Authority:
  - a) All drainage systems must be constructed in accordance with the site drainage plan approved by the Responsible Authority.
  - b) All proposed vehicle crossings must be constructed in accordance with the endorsed plans, at right angles to the road and must comply with:
    - the vehicle crossing standards set out in Latrobe City Council's Standard Drawing LCC 307, and
    - the requirements of any service authority having existing assets at the proposed location of the vehicle crossing.
  - c) The relocation at the cost of the operator of this permit, of the existing street light and pole in front of the proposed Dwelling 3 so that the light and pole are at least one metre from the edge of the vehicle crossing proposed to provide vehicle access to Dwelling 3.



17. The permit will expire if one of the following circumstances applies:
- a) The development is not started within two years of the date of this permit; or
  - b) The development is not completed within four years of the date of this permit.
- The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.
- Note 1: This permit does not authorise the commencement of any building construction works. Before any such development may commence, the applicant must apply for and obtain appropriate building approval.
- Note 2: Unless exempted by the Responsible Authority, an Asset Protection Permit must be obtained prior to the commencement of any proposed building works (as defined by Latrobe City Council's Local Law No. 3). The Responsible Authority must be notified in writing at least 7 days prior to the building works commencing or materials/equipment are delivered to the site.
- Note 3: A Latrobe City Vehicle Crossing Permit must be obtained prior to the commencement of any works that include the construction, installation, alteration, or removal of a vehicle crossing. The relevant fees, charges and conditions of the Vehicle Crossing Permit will apply even if the vehicle crossing works have been approved as part of a Planning Permit.
- Note 4: Vehicle crossings must be provided with minimum clearances to other infrastructure in accordance with Latrobe City Council's Vehicle Crossing Policy, including clearances to property boundaries, and adjacent side entry pit, power or Telecommunications pole, manhole cover or marker, or street tree. Any relocation, alteration or replacement required must be in accordance with the requirements of the relevant Authority and must be at the applicant's expense.
- Note 5: A Latrobe City Stormwater Connection Permit must be obtained prior to the connection of any new stormwater drainage into Latrobe City Council's stormwater drainage system. All new stormwater drainage connections must be inspected by the Responsible Authority before any backfilling of the connection is undertaken.
- Note 6: The location of the legal point of discharge into Latrobe City Council's stormwater drainage system can be obtained for any property by completing a Legal Point of Discharge form, found at [www.latrobe.vic.gov.au/services/roads/workspemits](http://www.latrobe.vic.gov.au/services/roads/workspemits)

**ALTERNATE MOTION**

That Council issues a Notice of Refusal for planning application reference 2012/193 for the development of three (3) dwellings at 9 Tintern Place, Traralgon (known as lot 23 on PS620558N) on the following grounds:

1. The proposal is inconsistent with the objectives and strategies of Clause 16 of the State Planning Policy Framework.
2. The proposal is inconsistent with the objectives and strategies of Clause 21.05-2 Main Towns Overview and Clause 21.05-6 Specific Main Town Strategies – Traralgon of the Local Planning Policy Framework.
3. The proposal does not meet the purpose and decision guidelines of the Residential 1 Zone, in terms of facilitating a development that respects the preferred neighbourhood character of the area.
4. The proposal does not satisfactorily address the purpose and intent and objectives of Clause 55 of the Latrobe Planning Scheme, and particularly is inconsistent with Clause 55.02-1 Neighbourhood Character.
5. The proposal is inconsistent with Clause 65 of the Scheme and does not provide for the orderly planning of the area.

**Moved:** Cr O'Callaghan

**Seconded:** Cr Middlemiss

**That the Motion be adopted.**

**CARRIED UNANIMOUSLY**

## 16.4

### PLANNING PERMIT APPLICATION 2012/193 - 9 TINTERN PLACE, TRARALGON

1	Attachment 1 Copy of Plans .....	389
2	Attachment 2 Locality Plan .....	395
3	Attachment 3 History of Application .....	397
4	Attachment 4 Relevant Ordinance .....	399
5	Attachment 5 Clause 55 Assessment .....	401
6	Attachment 6 Copies of Submissions .....	411



**DESIGN RESPONSE**

From the Neighbourhood and Site Description, a development is proposed that can take advantage of the site area and local amenity.

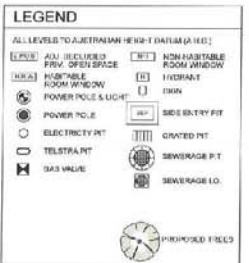
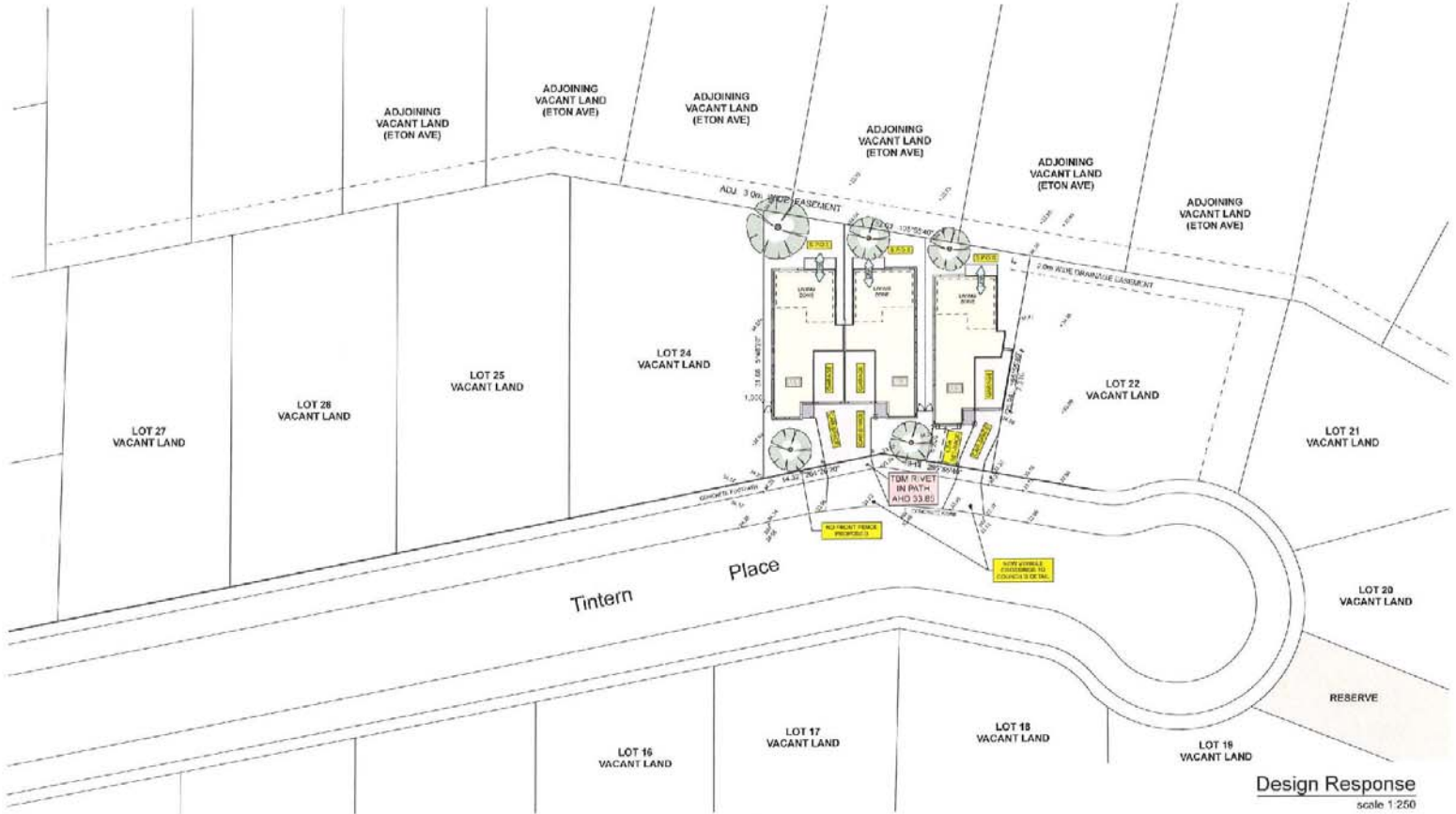
The nature and topography of the site precludes the location of a main crossing and driveway along the western boundary with a front setback of 4.2m that is in keeping with Standard B5 of the planning scheme. Side set-backs that minimise impacts of over-shadowing are also adopted.

The vernacular of an articulated veneer with high-light elements in the form of feature materials, screens and other elements is adopted to tie in with elements of the existing built form in the area. The proposal is further articulated to add detail in the form of more contemporary finishes & window arrangements conducive to contemporary living.

The proposal has been designed to:

- Respond as much as practicable to the mixed building style of the immediate surrounds.
- Provide for zoned living areas immediately adjoining Secluded Private Open Spaces.
- Follow the existing contours of the land.
- Ensure **minimal shadows** to S.P.O.S. (Secluded Private Open Space) of adjoining dwellings
- Ensure **no overshadowing** to any adjoining H.R.W. (Habitable Room Window)
- Ensure **no overlooking** to the S.P.O.S. or H.R.W. of any adjoining dwelling.

It is submitted that the **Design Response** and the development proposal is well considered and will make a positive contribution to the streetscape, maximise internal amenity for future inhabitants and minimise adverse impacts to adjoining residents.



**Job Status:** TOWN PLANNING

**Notes:**  
Do not scale the drawings.  
The Baker shall check and verify all dimensions and verify any errors or omissions to the Architect.  
Drawings shall not be used for construction purposes until issued by the Architect for construction.

**Comments:**  
03.08.12 A: TP Application



**Project:** Proposed Residential Development  
**Site:** 9 (L23) Tintern Place TRARALGON VIC 3644  
**Client:** Hipo Investments P/L  
**Drawing title:** DESIGN RESPONSE

**Issue Date:** 03/06/12  
**Scale:** 1:250@A1 or 1:500@A3

**Drawn:** VA  
**Checked:** MV

**VISION3 Pty Ltd**  
 Suite 6 / 92 Graham Street  
 Port Melbourne VIC 3207  
 T 611 9446 2363  
 F 011 9446 0373  
 www.vision3.com.au



Plot Date 3/08/12

File Ref: 12108\_Mchd\_A.spl

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12108 DR.01A

# Proposed Residential Development at 9 (L.23) Tintern Place TRARALGON VIC 3844

## Drawing Index

Development Plans  
TP.01 PLANS / SECTIONS  
TP.02 ELEVATIONS

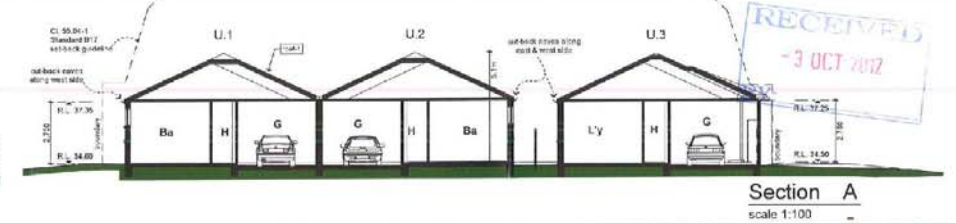
Area Schedule			
SITE AREA	808.3 m <sup>2</sup>		
SITE COVERAGE	395.5 m <sup>2</sup>	48.9%	
PERMEABILITY	312.8 m <sup>2</sup>	38.7%	
	AREA (m <sup>2</sup> )	Beds	Cars
U.1 FLOOR AREA	108.9	1.7	3
GARAGE	22.5	2.4	2
PRIV. OPEN SPACE	114.0		
U.2 FLOOR AREA	108.9	1.7	3
GARAGE	22.5	2.4	2
PRIV. OPEN SPACE	84.6		
U.3 FLOOR AREA	128.2	1.6	3
GARAGE	24.7	2.7	2
PRIV. OPEN SPACE	88.8		



Site / Floor Plans  
scale 1:100



Section B  
scale 1:100



Section A  
scale 1:100

**Job Status:** TOWN PLANNING  
**Notes:**  
Do not scale the drawings.  
The Builder shall check and verify all dimensions and verify any errors or omissions to the Architect.  
Drawings shall not be used for construction purposes until issued by the Architect for construction.

Comments:
03 C8.12 A TP Application
26 C9.12 B TP RFI

**Project:**  
Proposed Residential Development  
9 (L.23) Tintern Place TRARALGON VIC 3844  
**Client:**  
Hippo Investments P/L  
**Drawing Title:**  
PLANS / SECTIONS

**Issue Date:**  
28/09/12  
**Scale:**  
1:100@A1  
or 1:200@A3

**Drawn:**  
VA  
**Checked:**  
MV

**VISION3 Pty Ltd**  
Suite 5 - 97 Graham Street  
Port Melbourne VIC 3207  
**T 613 9446 2363**  
**F 613 9446 0373**  
**www.vision3.com.au**

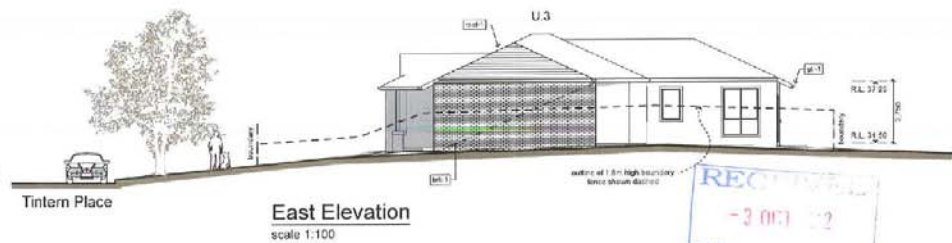
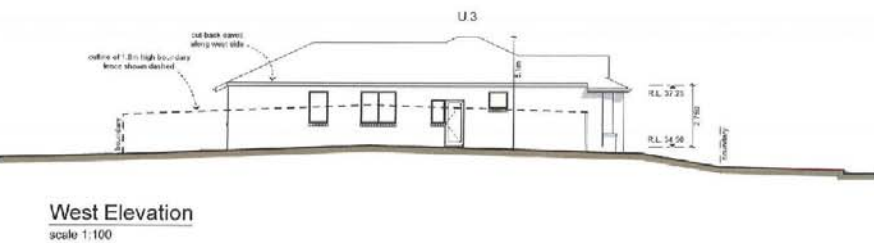
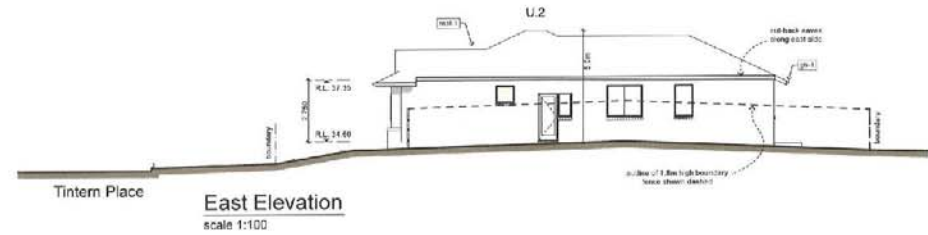
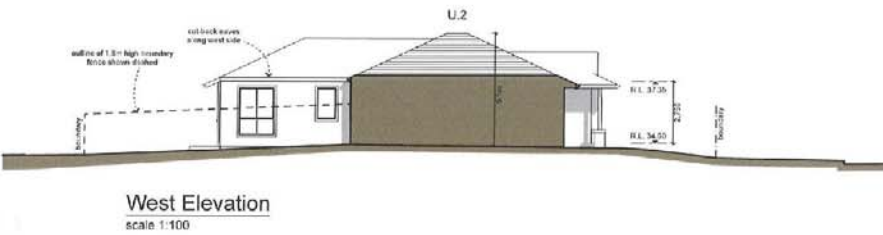
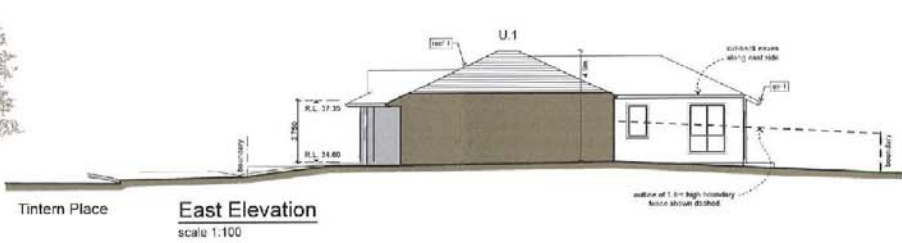
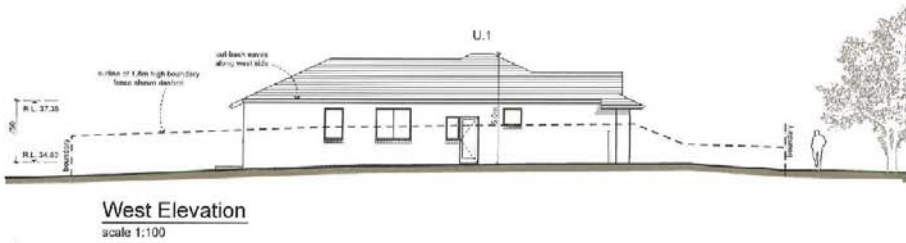
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Job No. 12106-TP.01-B  
Sheet No.

Plot date: 26/03/12

File Ref: 12106 Model TP.B.pdf

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**Job Status:** TOWN PLANNING

**Notes:**  
 Do not scale the drawings.  
 The Builder shall check and verify all dimensions and verify any errors or omissions to the Architect.  
 Drawings shall not be used for construction purposes until issued by the Architect for construction.

**Comments:**  
 03.08.12 A: TP Application  
 26.06.12 B: TP RFI

**Project:** Proposed Residential Development  
 9 (L23) Tintern Place TRARALGON VIC 3844

**Client:** Hipo Investments P/L

**Issue Date:** 28/09/12

**Scale:** 1:100@A1 or 1:200@A3

**Drawn:** VA

**Checked:** MV

**VISION3 Pty Ltd**  
 Suite 6 / 77 Graham Street  
 Port Melbourne VIC 3207

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**VISION3**  
 architecture

Job No: 12106  
 Client: TP.02.B

Plot Date: 28/09/12

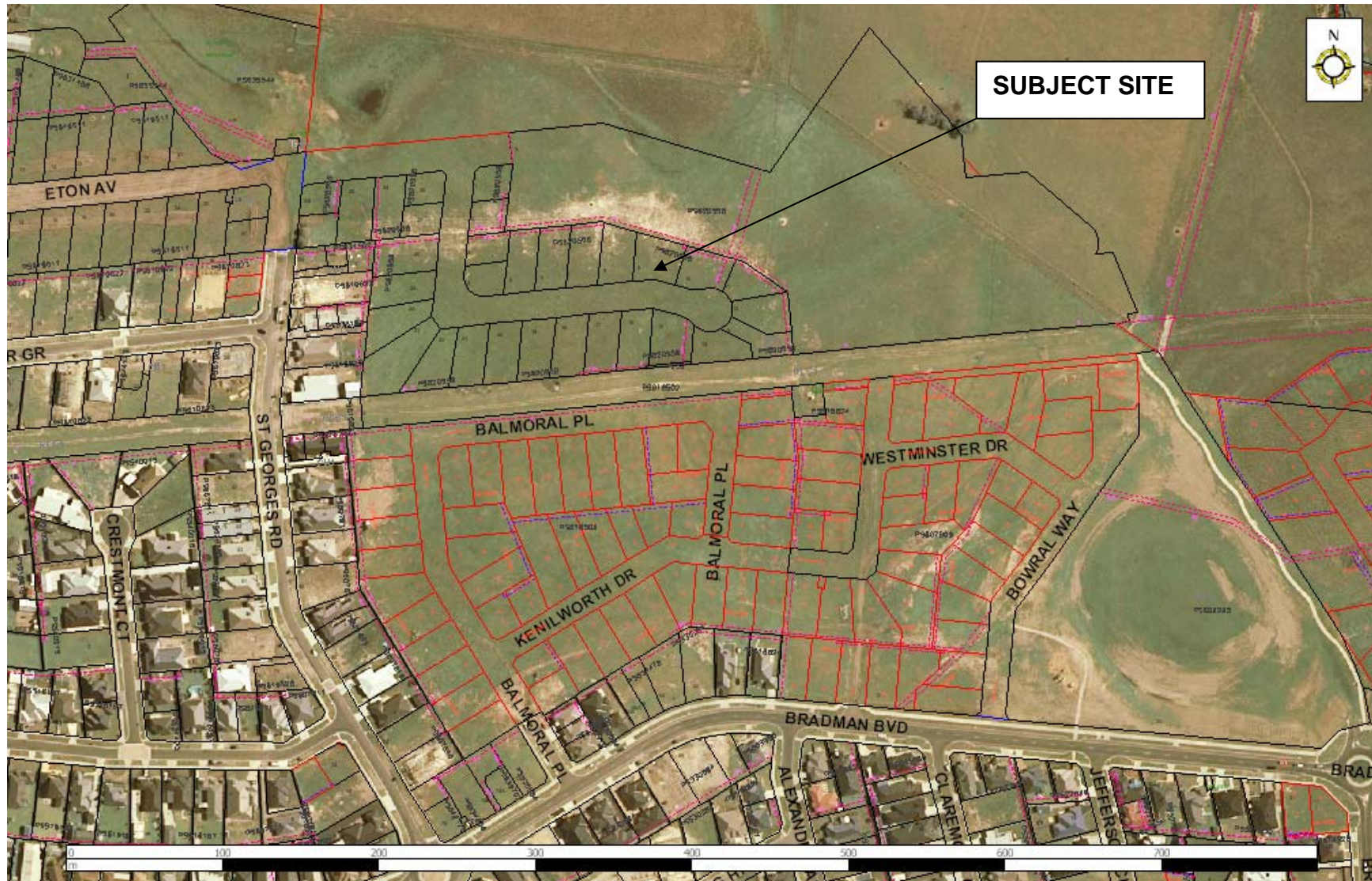
File Path: 12106 Model TP.02.B

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MATERIALS SCHEDULE	
	<b>roof-1</b> SELECTED ROOF TILES
	<b>gutt-1</b> SELECTED COLORBOND GUTTER
	<b>brk-1</b> SELECTED FACE BRICK
	<b>ar-1</b> SELECTED ACRYLIC RENDER
	<b>ar-2</b> SELECTED ACRYLIC RENDER
	COLOURED CONCRETE PAVING

<b>Job Status: TOWN PLANNING</b> Notes: Do not scale the drawings. The Builder shall check and verify all dimensions and verify any errors or omissions to the Architect. Drawings shall not be used for construction until issued by the Architect for construction.		<b>Comments:</b> C3 08.12A TP Application  RECEIVED - 7 AUG 2012 BY: _____
Project: Proposed Residential Development 9 (L23) Tintern Place TRARALGON VIC 3844 Client: Hipo Investments P/L Drawing Title: MATERIALS SCHEDULE	Issue Date: 03/08/12 Scale: N/A Drawn: VA Checked: MV	VISION3 Pty Ltd Suite 6 / 97 Graham Street Port Melbourne VIC 3207 T 613 9946 2303 F 613 9946 0373 www.vision3.com.au  <b>VISION3</b> architecture
Plot Date: 3/09/12 File Ref: 12106 Model A.pln		Job No: 12106 Drawing No: MS.01A © This drawing is protected by copyright and remains the property of Vision3 Pty Ltd





### History of the Application

7 August 2012	Application received by Council.
5 September 2012	Further information letter sent to applicant
3 October 2012	Amended plans received by Council from the applicant in response to the further information letter
15 October 2012	Application referred internally to Council's Infrastructure Planning team
15 October 2012	Council undertook advertising on behalf of the applicant. Letters were sent to adjoining property owners and a sign was placed on site giving notice of the application.
30 October 2012	The applicant advised Council that in the event objections were received to the application, that not mediation meeting be held and the application be determined at a Council meeting.
8 November 2012	Letters sent out to other owners of property in Tintern Place as the majority of the land in the street is vacant and people may not be aware of the application.
26 November 2012	Referral response received from Council's Infrastructure Planning team.
November 2012	Objections received

●  
**LATROBE PLANNING SCHEME**

**State Planning Policy Framework**

Clause 11.02 'Urban Growth'  
Clause 11.05 'Regional Development'  
Clause 15.01 'Urban Environment'  
Clause 16.01 'Residential Development'  
Clause 18.01 'Integrated Transport'  
Clause 18.02 'Movement Networks'  
Clause 19.03 'Development Infrastructure'

**Local Planning Policy Framework**

Clause 21.01 'Municipal Profile'  
Clause 21.02 'Municipal Vision'  
Clause 21.03 'Natural Environment Sustainability'  
Clause 21.04 'Built Environment Sustainability'  
Clause 21.05 'Main Towns'  
Clause 21.07 'Economic Sustainability'  
Clause 21.08 'Liveability'

**Zoning – Residential 1 Zone**

The subject land is located within a Residential 1 Zone.

**Overlay**

There are no overlays that affect this property.

**Particular Provisions**

Clause 52.06 Car Parking  
Clause 55 'Two or More Dwellings on a Lot'

**General Provisions**

Clause 65 'Decision Guidelines'

**Incorporated Documents**

There are no incorporated documents that relate to the consideration of this application.

**Clause 55 Objectives NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE**

<b>Standard Number</b>	<b>Standard</b>	<b>Does it meet the Standard or More information required</b>
Standard B1	The design response must be appropriate to the neighbourhood and the site. The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site.	Complies
Standard B2	An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.	Complies
Standard B3	<ul style="list-style-type: none"> <li>• Dwellings with a different number of bedrooms.</li> <li>• At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level.</li> </ul>	n/a < 10 dwellings

**Clause 55 Objectives NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE**

Standard B4	<p>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</p> <p>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</p> <p>In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.</p>	Complies
Standard B5	<p>Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.</p> <p>Development should be oriented to front existing and proposed streets.</p> <p>High fencing in front of dwellings should be avoided if practicable.</p> <p>Development next to existing public open space should be laid out to complement the open space.</p>	Complies
Standard B6	<ul style="list-style-type: none"> <li>• At least the distance specified in the schedule to the zone, or</li> <li>• If no distance is specified in the schedule to the zone, the distance specified in Table B1.</li> </ul>	<p>As no development on adjoining lots, 4 metre setback is applicable.</p> <p>Complies</p>
Standard B7	<p>The maximum building height should not exceed the maximum height specified in the schedule to the zone.</p> <p>If no maximum height is specified in the schedule to the zone, the maximum building height should not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building</p>	Complies – 5.2 metres

**Clause 55 Objectives NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE**

	is 2.5 degrees or more, in which case the maximum building height should not exceed 10 metres. Changes of building height between existing buildings and new buildings should be graduated.	
Standard B8	The site area covered by buildings should not exceed: <ul style="list-style-type: none"> <li>• The maximum site coverage specified in the schedule to the zone, or</li> <li>• If no maximum site coverage is specified in the schedule to the zone, 60 per cent.</li> </ul>	Complies – 51%
Standard B9	At least 20 per cent of the site should not be covered by impervious surfaces.	Complies – 37%
Standard B10	Buildings should be: <ul style="list-style-type: none"> <li>• Oriented to make appropriate use of solar energy.</li> <li>• Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</li> </ul> Living areas and private open space should be located on the north side of the development, if practicable. Developments should be designed so that solar access to north-facing windows is maximised.	Complies
Standard B11	If any public or communal open space is provided on site, it should: <ul style="list-style-type: none"> <li>• Be substantially fronted by dwellings, where appropriate.</li> <li>• Provide outlook for as many dwellings as practicable.</li> <li>• Be designed to protect any natural features on the</li> </ul>	n/a

**Clause 55 Objectives NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE**

	<p>site.</p> <ul style="list-style-type: none"> <li>• Be accessible and useable.</li> </ul>	
Standard B12	<p>Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways.</p> <p>Planting which creates unsafe spaces along streets and accessways should be avoided.</p> <p>Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.</p> <p>Private spaces within developments should be protected from inappropriate use as public thoroughfares.</p>	Complies
Standard B13	<p>The landscape layout and design should:</p> <ul style="list-style-type: none"> <li>• Protect any predominant landscape features of the neighbourhood.</li> <li>• Take into account the soil type and drainage patterns of the site.</li> <li>• Allow for intended vegetation growth and structural protection of buildings.</li> <li>• In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals.</li> <li>• Provide a safe, attractive and functional environment for residents.</li> </ul>	Landscape plan required - condition
Standard B14	<p>Accessways should:</p> <p>-Be designed to allow convenient, safe &amp; efficient vehicle movements and connections within the development and to the street network.</p>	<p>Complies</p> <p>Referred to Engineering who had no objection.</p>

**Clause 55 Objectives NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE**

	<p>-Be designed to ensure vehicles can exit a development in a forwards direction if the accessway serves five or more car spaces, three or more dwellings, or connects to a road in a Road Zone.</p> <p>-Be at least 3 metres wide.</p> <p>-Have an internal radius of at least 4 metres at changes of direction.</p> <p>-Provide a passing area at the entrance that is at least 5 metres wide and 7 metres long if the access serves ten or more spaces and connects to a road in a Road Zone.</p>	
Standard B15	<p>Car parking facilities should:</p> <p>-reasonably close &amp; convenient to dwellings &amp; residential buildings.</p> <p>-secure.</p> <p>-designed to allow safe and efficient movements within the development.</p> <p>-well ventilated if enclosed.</p> <p>Large parking areas should be broken up with trees, buildings or different surface treatments.</p> <p>Shared access or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the access.</p>	Complies
Standard B16	<p>Car parking for residents should be provided as follows:</p> <ul style="list-style-type: none"> <li>• One space for each one or two bedroom dwelling.</li> <li>• Two spaces for each three or more bedroom dwelling, with one space under cover.</li> </ul>	Complies – see Cl 52.06



**Clause 55 Objectives NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE**

Standard B17	<p>A new building not on or within 150mm of a boundary should be set back from side or rear boundaries:</p> <ul style="list-style-type: none"> <li>• At least the distance specified in the schedule to the zone, or</li> <li>• If no distance is specified in the schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.</li> </ul>	Complies
Standard B18	<p>A new wall constructed on or within 150mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary for a length of more than:</p> <ul style="list-style-type: none"> <li>• 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or</li> <li>• Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater.</li> </ul>	Complies - average of 3 metres
Standard B19	<p>Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.</p>	n/a
Standard B20	<p>If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window. A north-facing window is</p>	n/a

**Clause 55 Objectives NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE**

	a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east.	
Standard B21	Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.	n/a
Standard B22	A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either: <ul style="list-style-type: none"> <li>• Offset a minimum of 1.5 metres from the edge of one window to the edge of the other.</li> <li>• Have sill heights of at least 1.7 metres above floor level.</li> <li>• Have fixed, obscure glazing in any part of the window below 1.7 metre above floor level.</li> <li>• Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.</li> </ul>	Complies
Standard B23	Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development.	Complies
Standard B24	Noise sources, such as mechanical plant, should not be located near bedrooms of immediately adjacent existing dwellings. Noise sensitive rooms and secluded private open spaces of new	Complies

**Clause 55 Objectives NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE**

	<p>dwellings and residential buildings should take account of noise sources on immediately adjacent properties.</p> <p>Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms.</p>	
Standard B25	The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.	Complies
Standard B26	<p>Entries to dwellings and residential buildings should:</p> <ul style="list-style-type: none"> <li>• Be visible and easily identifiable from streets and other public areas.</li> <li>• Provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul>	Complies
Standard B27	<p>A window in a habitable room should be located to face:</p> <ul style="list-style-type: none"> <li>• An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, or</li> <li>• A verandah provided it is open for at least one third of its perimeter, or</li> <li>• A carport provided it has two or more open sides and is open for at least one third of its perimeter.</li> </ul>	Complies
Standard B28	A dwelling or residential building should have private open space of an area and dimensions specified in the schedule to the zone.	Complies
Standard B29	<p>The private open space should be located on the north side of the dwelling or residential building, if appropriate.</p> <p>The southern boundary of secluded private open space should be set back from any wall on the north of the space at least <math>(2 + 0.9h)</math> metres, where 'h' is the height of the wall.</p>	Complies

**Clause 55 Objectives NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE**

Standard B30	Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.	Complies
Standard B31	The design of buildings, including: -Facade articulation and detailing, -Window and door proportions, -Roof form, and -Verandahs, eaves and parapets, should respect the existing or preferred neighbourhood character. Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.	Complies
Standard B32	A front fence within 3 metres of a street should not exceed: -The maximum height specified in the schedule to the zone, or -If no maximum height is specified in the schedule to the zone, the maximum height specified in Table B3.	No front fence proposed
Standard B33	Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management.	Complies
Standard B34	The design and layout of dwellings and residential buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically. Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development. Bin and recycling enclosures should be located for convenient access by residents. Mailboxes should be provided and located for convenient access as required by Australia Post.	Complies



**Address**  
 Street Address\*  
 \_\_\_\_\_  
 Suburb / Town\* \_\_\_\_\_ State\* \_\_\_\_\_ Postcode\* \_\_\_\_\_

**Contact Details**  
 Please provide at least one phone number and include the area code \*

Business Phone ( ) \_\_\_\_\_ After hours phone ( ) \_\_\_\_\_ Business Fax ( ) \_\_\_\_\_ Mobile ( ) \_\_\_\_\_

Email \_\_\_\_\_

**Planning permit application details**

What is the permit application number to which you object? \* 2012/193

Who has applied for the permit? Name of applicant \*  
O. CELIK

Address 2/14 Newmans Rd, TEMPLESTOWE 3106

Choose the type of formal land description \*

Street Address     Lot/ Plan     Crown allotment     Other (if no other land description applies)

Street address \*  
9 Tintern Place

Suburb Town \* Traralgon    State \* VIC    Post Code \* 3844

Lot / Plan Lot number \_\_\_\_\_ Plan type and numbering (existing) \_\_\_\_\_

Crown allotment number \_\_\_\_\_ Section number \_\_\_\_\_ Block \_\_\_\_\_

Portion \_\_\_\_\_ Subdivision \_\_\_\_\_ Parish OR Township name \_\_\_\_\_

Other (where no address or formal land description relevant - e.g. street furniture, bus shelter advertising)  
 \_\_\_\_\_

What is Proposed? \*  
development of 3 three single storey dwellings

**Objection Details**

What are the reasons for your objection? \*

See attached list

How will you be affected by the grant of a permit? \*

See attachment

**Acknowledgement**

- Copies of objections/submissions lodged with the Responsible Authority will be made available to the public and copies may be made to interested parties for the sole purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987.
- may refuse this objection after review of the information provided.

By marking this checkbox I confirm that I have read and understood all the statements above \*

Name of person completing this application \*

DIANNE REID

Date \*

22/11/12

Signature of person completing this application \*

D Reid

**Attachment to accompany Objections to Planning Permit for No. 9 Tintern Place Traralgon**

**Reasons for Objections**

I believe that there may not be adequate provisions made in this development for parking for resident and visitor vehicles. (as outlined in Res Code 55.03-10 which states 'To provide convenient parking for resident and visitor vehicles.

A development of this magnitude has the ability to require at least six car spaces for each of the three three bedroom dwellings located on the one allotment, when you consider that three couples are capable of residing at each of the three three bedroom dwellings. Provision for parking is at most two car spaces per dwelling. If two or more than two car owners reside at each dwelling, there is no provision for visitor parking at all. I question whether this requirement is being met in the proposed plan.

The development is located approximately .8 kilometre from the closest bus stops, one being an uphill trek to Cross's Road, the other being in Bradman Boulevard reached by walking across an unpaved reserve. The Post Office is approximately three kilometres from the development. The nearest convenience store is located 2.6 kilometres away at West End Store and the closest supermarket, Woolworths is a distance of 2.8 kilometres.

It is likely therefore, that residents of this proposed development would need to have their own vehicles.

I feel that due to the potential for greater numbers of people to be residing/visiting this one allotment, there is likely to be the following situation with regard to traffic/and car parking.

Increased traffic volumes/flows in a tight cul de sac would lead to congestion.

Additional traffic flows and congestion due to cars parked in the street will endanger children, other pedestrians, cyclists and motorists.

Additional vehicles parking on an already narrow carriageway will reduce access.

Access for emergency vehicles may be restricted because of extra vehicles parked in the street.

Garbage bin collection times could prove problematic due to roadways clogged with parked cars. There has already been a tragic death of a child during garbage collection in a court location in Traralgon.

Additional vehicular crossovers will be a pedestrian hazard.

Additional vehicles illegally parked on nature strips will contribute to a deterioration of those nature strips.

There is potential for additional noise pollution.



Vehicles parked on the street/nature strip are likely to encourage an increase in crime in the area because of their easy access to criminals. Recently there have been windows of vehicles smashed while parked outside nearby 101 St Georges Road because of the fact that residents of this block of units are unable to park their vehicles off the street due to insufficient off street parking allocation.

When driving along the northern end of St Georges Road Traralgon outside the three unit development located at 101 St Georges Road, there is frequently several cars parked on either side of the road and on the nature strip making it a very narrow carriageway accommodating barely one vehicle at a time.

I feel that the proposed multiple dwelling development is against the neighbourhood character of the street. Res Code 55.02-1 states: **To ensure the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.** Currently there are eight dwellings each on a single allotment under construction in Tintern Place. I know of another five proposed homes planned to be constructed each on single allotments in Tintern Place. The established neighbourhood character of Tintern Place is thus that of single dwellings per allotment. There are currently no multiple dwelling per allotment developments in Tintern Place.

Multi dwelling per allotment developments frequently attract tenants who may not take pride in their homes, may be noisy and undermine the general tone of the neighbourhood. There is often a frequent turnover of occupiers in these types of developments.

I was looking forward to building a nice home and making a safe home for my family in a quiet court location. The extra traffic, congestion from parked cars and uncertainty of who may be living in the neighbourhood in the three dwellings proposed for No 9 concerns me.

How will I be affected

I feel I could be affected as outlined in the objections listed above regarding safety, increased traffic flow, reduced access, congestion, noise and a departure from the established neighbourhood character.

I feel that unitised and multi dwelling per allotment residential developments often devalues properties in the surrounding area so I am concerned that my property will be worth less because of the development. I am putting a lot of money and resources into establishing a home in this area and I fear that the proposed development may have a negative effect on my property value.

I was looking forward to a stable residential environment in Tintern Place where families would take pride of ownership in that environment without the constant turnover of residents that often occur with multi dwelling per allotment settlement. I am concerned that should the development go ahead this may no longer be the case.

Dianne Reid

22/11/12

DIANNE REID

From: Madelyn Van Gelderen  
To: Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>  
Date: 2/11/2012 9:40:03 AM

---

To whom it may concern,

We would like to raise a few concerns regarding the potential building of a block of units across from our house being built at 9 Tintern Place, Traralgon as well as down the street.

Whilst we understand that units are a good investment opportunity for the builder and/or developer and are good value for money for renters and purchasers alike, we are a little concerned about the reputation of the developers, and the quality of work/products that they provide.

Having seen some of their work around the Traralgon area, we are concerned that the units being built in Tintern Place will be another example of a lack of quality, therefore decreasing the value of the other residences in the court.

Although they have built some nice properties, there seems to always be problems with the residences resulting in cars having to be parked on the street, which is a cause for increased risk break-ins which is not something we want happening in a brand new area. From looking at the plans, the units across the road from 17 Tintern Place (Lot 16) we have found that the garages are very close to the road. Whilst residents will still be able to park their cars in the driveway the cars will most likely overhang the footpath. Because of this, people may be inclined to park on the road or nature strip and will impede access to the street and other resident's driveways as well as restrict emergency services from getting through quickly in case of an emergency. The crowded street will bring back previous concerns about crime in the street (car break-ins etc.) We have seen this happen to a family member living in units that have been developed and built by the same companies. They are unable to park their car in the garage and are forced to park it in the street. Their car was broken in to, a window was smashed and items stolen. This is definitely something that we do not wish to see or worry about after moving in to our brand new home.

We would also have appreciated a lot more notice of the permit for development of the units across the road. The only reason why we knew of this is because of other residents in the street making aware of what was to happen. A letter was sent but not to myself or Stephen but to Stephen's father and was not noticed. We are still yet to receive a letter in regards to the other units being developed in the street.

We understand that you cannot prevent the development of units in this area; however we would like to ask that you take our concerns into consideration in the case that other residents of the court have similar concerns or apprehensions.

Kind regards,  
Stephen Hadjistefanis & Madelyn Van Gelderen

pw 19/11/12  
Janet



Latrobe City Council  
Tel: 1300 367 700  
www.latrobe.vic.gov.au

### Objection to the Grant of a Planning Permit

Under section 57 of the Planning  
and Environment Act 1987

Council Use Only	
Application Number :-	
Application Date:-	
Ledger Number:-	

Fields marked with an asterisk (\*) are mandatory and must be completed.

#### Council Specific Information

#### Objector details

Title*	Surname*	Given Name 1*	Given Name 2
MR	REID	NEIL	ALLAN
Business Details		LATROBE CITY COUNCIL INFORMATION MANAGEMENT RECEIVED 15 NOV 2012	
ABN	ACN		
Company Name		Business Name	
Address		R/O:      Doc No:	
Street Address*		Comments/Copies Circulated to:	
Suburb / Town*		State*	Postcode*
TRARALGON (POSTAL - )		VIC	3844
Affected property address (if different from above)			
Street Address*			
Suburb / Town*			
TRARALGON			
State*			
VIC			
Postcode*			
3844			
Contact Details			
Please provide at least one phone number and include the area code *			
Business Phone	After hours phone	Business Fax	Mobile
( )	(03)	( )	( )
Email			
Applicant contact (representative) - If details are entered below, all correspondence will be made through the applicant contact (representative) e.g. consultant, planner, architect			
Title*	Surname*	Given Name 1*	Given Name 2
Business Details			
ABN	ACN		
Business Name		Company Name	

15 NOV 2012  
AB HQ

**Address**  
 Street Address\*

Suburb / Town\*  State\*  Postcode\*

**Contact Details**  
 Please provide at least one phone number and include the area code \*

Business Phone  After hours phone  Business Fax  Mobile

Email

**Planning permit application details**

What is the permit application number to which you object? \*

Who has applied for the permit? Name of applicant\*

Address

Choose the type of formal land description \*

Street Address  Lot/ Plan  Crown allotment  Other (if no other land description applies)

Street address \*

Suburb Town \*  State \*  Post Code \*

Lot / Plan Lot number  Plan type and numbering (existing)

Crown allotment number  Section number  Block

Portion  Subdivision  Parish OR Township name

Other (where no address or formal land description relevant - e.g. street furniture, bus shelter advertising)

What is Proposed? \*

## Objection Details

What are the reasons for your objection? \*

- \* SEE ATTACHMENT ALSO
- \* DESTROYING NEIGHBOURHOOD CHARACTER OF SINGLE DWELLING PER ALLOTMENT.
  - \* CONGESTION OF AN ALREADY NARROW STREET CUL-DE-SAC, RESTRICTING TRAFFIC FLOW AND ACCESS FOR EMERGENCY VEHICLES AND RUBBISH COLLECTION DUE TO MORE ON STREET OR NATURE STRIP PARKINGS. NOT ENOUGH ADEQUATE OFF STREET PARKING IN PLAN
  - \* MORE RISK TO YOUNG CHILDREN PLAYING IN THIS AREA.

How will you be affected by the grant of a permit? \*

- \* SEE ATTACHMENT ALSO
- MY QUALITY OF LIFE WILL BE AFFECTED :-
- \* MUCH MORE TRAFFIC NOISE, AND POSSIBLE HOODISM, AND VANDALISM, CRIME.
  - \* DE VALUATION OF PROPERTY.  
(i.e. less rates for council, and devalues my investment)
  - \* BE PREPARED TO BE FAR MORE LITIGIOUS IF ANYTHING HAPPENS TO MY FAMILY DUE TO ANY OF MY CONCERNS RAISED AND NOT ACTED ON

## Acknowledgement

- Copies of objections/submissions lodged with the Responsible Authority will be made available to the public and copies may be made to interested parties for the sole purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987.
- may refuse this objection after review of the information provided.

By marking this checkbox I confirm that I have read and understood all the statements above \*


Name of person completing this application \*

NEW ALAN ROAD

Date \*

14/11/12

Signature of person completing this application \*



**Attachment to accompany Objections to Planning Permit for No. 9 Tintern Place Traralgon**

**Reasons for Objections**

I believe that there may not be adequate provisions made in this development for parking for resident and visitor vehicles. (as outlined in Res Code 55.03-10 which states 'To provide convenient parking for resident and visitor vehicles.

A development of this magnitude has the ability to require at least six car spaces for each of the three three bedroom dwellings located on the one allotment, when you consider that three couples are capable of residing at each of the three three bedroom dwellings. Provision for parking is at most two car spaces per dwelling. If two or more than two car owners reside at each dwelling, there is no provision for visitor parking at all. I question whether this requirement is being met in the proposed plan.

The development is located approximately .8 kilometre from the closest bus stops, one being an uphill trek to Cross's Road, the other being in Bradman Boulevard reached by walking across an unpaved reserve. The Post Office is approximately three kilometres from the development. The nearest convenience store is located 2.6 kilometres away at West End Store and the closest supermarket, Woolworths is a distance of 2.8 kilometres.

It is likely therefore, that residents of this proposed development would need to have their own vehicles.

I feel that due to the potential for greater numbers of people to be residing/visiting this one allotment, there is likely to be the following situation with regard to traffic/and car parking.

Increased traffic volumes/flows in a tight cul de sac would lead to congestion.

Additional traffic flows and congestion due to cars parked in the street will endanger children, other pedestrians, cyclists and motorists.

Additional vehicles parking on an already narrow carriageway will reduce access.

Access for emergency vehicles may be restricted because of extra vehicles parked in the street.

Garbage bin collection times could prove problematic due to roadways clogged with parked cars. There has already been a tragic death of a child during garbage collection in a court location in Traralgon.

Additional vehicular crossovers will be a pedestrian hazard.

Additional vehicles illegally parked on nature strips will contribute to a deterioration of those nature strips.

There is potential for additional noise pollution.

Vehicles parked on the street/nature strip are likely to encourage an increase in crime in the area because of their easy access to criminals. Recently there have been windows of a vehicles smashed while parked outside nearby 101 St Georges Road because of the fact that residents of this block of units are unable to park their vehicles off the street due to insufficient off street parking allocation.

When driving along the northern end of St Georges Road Traralgon outside the three unit development located at 101 St Georges Road, there is frequently several cars parked on either side of the road and on the nature strip making it a very narrow carriageway accommodating barely one vehicle at a time.

I feel that the proposed multiple dwelling development is against the neighbourhood character of the street. Res Code 55.02-1 states: **To ensure the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.** Currently there are six dwellings each on a single allotment under construction in Tintern Place. I know of another three proposed homes planned to be constructed on single allotments in Tintern Place. The established neighbourhood character of Tintern Place is thus that of single dwellings per allotment. There are currently no multiple dwelling per allotment developments in Tintern Place.

Multi dwelling per allotment developments frequently attract tenants who may not take pride in their homes, may be noisy and undermine the general tone of the neighbourhood. There is often a frequent turnover of occupiers in these types of developments.

I was looking forward to building a nice home and making a safe home for my family in a quiet court location. The extra traffic, congestion from parked cars and uncertainty of who may be living in the neighbourhood in the three dwellings proposed for No 9 concerns me.

**How will I be affected**

I feel I could be affected as outlined in the objections listed above regarding safety, increased traffic flow, reduced access, congestion, noise and a departure from the established neighbourhood character.

I feel that untitled and multi dwelling per allotment residential developments often devalues properties in the surrounding area so I am concerned that my property will be worth less because of the development. I am putting a lot of money and resources into establishing a home in this area and I fear that the proposed development may have a negative effect on my property value.

I was looking forward to a stable residential environment in Tintern Place where families would take pride of ownership in that environment without the constant turnover of residents that often occur with multi dwelling per allotment settlement. I am concerned that should the development go ahead this may no longer be the case.

*N. Reid*  
14/11/12



pw 19/11/12  
Janet.



Latrobe City Council  
Tel: 1300 367 700  
www.latrobe.vic.gov.au

### Objection to the Grant of a Planning Permit

Under section 57 of the Planning and Environment Act 1987

Council Use Only	
Application Number :-	<input type="text"/>
Application Date:-	<input type="text"/>
Lodger Number:-	<input type="text"/>

Fields marked with an asterisk (\*) are mandatory and must be completed.

#### Council Specific Information

#### Objector details

Title*	Surname*	Given Name 1*	Given Name 2
Mr	Klopf	Ryan	
Business Details		<b>LATROBE CITY COUNCIL</b> <b>INFORMATION MANAGEMENT</b> RECEIVED <b>15 NOV 2012</b>	
ABN	ACN		
Company Name		Business Name	
<input type="text"/>		<input type="text"/>	
Address		R/O:	Doc No:
Street Address*		Comments/Copies Circulated to:	
<input type="text"/>		<input type="checkbox"/> Copy registered in DataWorks <input type="checkbox"/> Invoice forwarded to accounts	
Suburb/Town*	State*	Postcode*	
Traralgon	VIC	3844	

Affected property address (if different from above)

Street Address\*

Suburb/Town\*

State\*

Postcode\*

Contact Details

Please provide at least one phone number and include the area code\*

Business Phone ( )    
 After hours phone ( )    
 Business Fax ( )    
 Mobile

Email

Applicant contact (representative) - If details are entered below, all correspondence will be made through the applicant contact (representative) e.g. consultant, planner, architect

Title*	Surname*	Given Name 1*	Given Name 2
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Business Details			
ABN	ACN		
<input type="text"/>	<input type="text"/>		
Business Name	Company Name		
<input type="text"/>	<input type="text"/>		

AB H/O



Latrobe City Council  
 Tel: 1300 367 700  
[www.latrobe.vic.gov.au](http://www.latrobe.vic.gov.au)

**Objection to the Grant  
 of a  
 Planning Permit**  
 Under section 57 of the Planning  
 and Environment Act 1987

Council Use Only	
Application Number :-	<input type="text"/>
Application Date:-	<input type="text"/>
Ledger Number:-	<input type="text"/>

Fields marked with an asterisk (\*) are mandatory and must be completed.

**Council Specific Information**

**Objector details**

Title*	Surname*	Given Name 1*	Given Name 2
Miss	Fava	Kayla	

**Business Details**

ABN	ACN
<input type="text"/>	<input type="text"/>
Company Name	Business Name
<input type="text"/>	<input type="text"/>

**Address**

Street Address\*

Suburb / Town\*  
 Traralgon

State\*  
 VIC

Postcode\*  
 3844

**Affected property address (if different from above)**

Street Address\*

Suburb / Town\*  
 Traralgon

State\*  
 VIC

Postcode\*  
 3844

**Contact Details**  
 Please provide at least one phone number and include the area code \*

Business Phone	After hours phone	Business Fax	Mobile
( ) <input type="text"/>	( ) <input type="text"/>	( ) <input type="text"/>	( ) <input type="text"/>
Email <input type="text"/>			

Applicant contact (representative) - If details are entered below, all correspondence will be made through the applicant contact (representative) e.g. consultant, planner, architect

Title*	Surname*	Given Name 1*	Given Name 2
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

**Business Details**

ABN	ACN
<input type="text"/>	<input type="text"/>
Business Name	Company Name
<input type="text"/>	<input type="text"/>

**Address**  
Street Address\*  
[ ]

Suburb / Town\* [ ] State\* [ ] Postcode\* [ ]

**Contact Details**  
Please provide at least one phone number and include the area code \*

Business Phone ( ) [ ] After hours phone ( ) [ ] Business Fax ( ) [ ] Mobile ( ) [ ]

Email [ ]

**Planning permit application details**

What is the permit application number to which you object? \* [ 2012/193 ]

Who has applied for the permit? Name of applicant\* [ Moscow celik, 2/14 Newmans rd, ]

Address [ Templestowe VIC 3106 ]

Choose the type of formal land description \*

Street Address  Lot/ Plan  Crown allotment  Other (if no other land description applies)

Street address \* [ 9 Tintern Place ]

Suburb Town \* [ Traralgon ] State \* [ VIC ] Post Code \* [ 3844 ]

Lot / Plan [ ] Plan type and numbering (existing) [ ]

Crown allotment number [ ] Section number [ ] Block [ ]

Portion [ ] Subdivision [ ] Parish OR Township name [ ]

Other (where no address or formal land description relevant - e.g. street furniture, bus shelter advertising) [ ]

What is Proposed? \* [ development of 3 single story dwellings ]

**Objection Details**

What are the reasons for your objection? \*

See attached list.

How will you be affected by the grant of a permit? \*

See attached list.

**Acknowledgement**

- Copies of objections/submissions lodged with the Responsible Authority will be made available to the public and copies may be made to interested parties for the sole purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987.
- may refuse this objection after review of the information provided.

By marking this checkbox I confirm that I have read and understood all the statements above \*

Name of person completing this application \*

Ryan Klopf & Kayla Ford

Date \*

14/11/12

Signature of person completing this application \*

*[Handwritten signatures]*

Attachment to accompany Objections to Planning Permit for No. 9 Tintern Place Traralgon

Reasons for Objections

I believe that there may not be adequate provisions made in this development for parking for resident and visitor vehicles. (as outlined in Res Code 55.03-10 which states **To provide convenient parking for resident and visitor vehicles.**

A development of this magnitude has the ability to require at least six car spaces for each of the three three bedroom dwellings located on the one allotment, when you consider that three couples are capable of residing at each of the three three bedroom dwellings. Provision for parking is at most two car spaces per dwelling. If two or more than two car owners reside at each dwelling, there is no provision for visitor parking at all. I question whether this requirement is being met in the proposed plan.

The development is located approximately .8 kilometre from the closest bus stops, one being an uphill trek to Cross's Road, the other being in Bradman Boulevard reached by walking across an unpaved reserve. The Post Office is approximately three kilometres from the development. The nearest convenience store is located 2.6 kilometres away at West End Store and the closest supermarket, Woolworths is a distance of 2.8 kilometres.

It is likely therefore, that residents of this proposed development would need to have their own vehicles.

I feel that due to the potential for greater numbers of people to be residing/visiting this one allotment, there is likely to be the following situation with regard to traffic/and car parking.

Increased traffic volumes/flows in a tight cul de sac would lead to congestion.

Additional traffic flows and congestion due to cars parked in the street will endanger children, other pedestrians, cyclists and motorists.

Additional vehicles parking on an already narrow carriageway will reduce access.

Access for emergency vehicles may be restricted because of extra vehicles parked in the street.

Garbage bin collection times could prove problematic due to roadways clogged with parked cars. There has already been a tragic death of a child during garbage collection in a court location in Traralgon.

Additional vehicular crossovers will be a pedestrian hazard.

Additional vehicles illegally parked on nature strips will contribute to a deterioration of those nature strips.

There is potential for additional noise pollution.

Vehicles parked on the street/nature strip are likely to encourage an increase in crime in the area because of their easy access to criminals. Recently there have been windows of a vehicles smashed while parked outside nearby 101 St Georges Road because of the fact that residents of this block of units are unable to park their vehicles off the street due to insufficient off street parking allocation.

When driving along the northern end of St Georges Road Traralgon outside the three unit development located at 101 St Georges Road, there is frequently several cars parked on either side of the road and on the nature strip making it a very narrow carriageway accommodating barely one vehicle at a time.

I feel that the proposed multiple dwelling development is against the neighbourhood character of the street. Res Code 55.02-1 states: **To ensure the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.** Currently there are six dwellings each on a single allotment under construction in Tintern Place. I know of another three proposed homes planned to be constructed on single allotments in Tintern Place. The established neighbourhood character of Tintern Place is thus that of single dwellings per allotment. There are currently no multiple dwelling per allotment developments in Tintern Place.

Multi dwelling per allotment developments frequently attract tenants who may not take pride in their homes, may be noisy and undermine the general tone of the neighbourhood. There is often a frequent turnover of occupiers in these types of developments.

I was looking forward to building a nice home and making a safe home for my family in a quiet court location. The extra traffic, congestion from parked cars and uncertainty of who may be living in the neighbourhood in the three dwellings proposed for No 9 concerns me.

#### **How will I be affected**

I feel I could be affected as outlined in the objections listed above regarding safety, increased traffic flow, reduced access, congestion, noise and a departure from the established neighbourhood character.

I feel that unitised and multi dwelling per allotment residential developments often devalues properties in the surrounding area so I am concerned that my property will be worth less because of the development. I am putting a lot of money and resources into establishing a home in this area and I fear that the proposed development may have a negative effect on my property value.

I was looking forward to a stable residential environment in Tintern Place where families would take pride of ownership in that environment without the constant turnover of residents that often occur with multi dwelling per allotment settlement. I am concerned that should the development go ahead this may no longer be the case.

pm 19/11/12  
Janet



Latrobe City Council  
Tel: 1300 367 700  
[www.latrobe.vic.gov.au](http://www.latrobe.vic.gov.au)

### Objection to the Grant of a Planning Permit Under section 57 of the Planning and Environment Act 1987

Council Use Only	
Application Number:-	<input type="text"/>
Application Date:-	<input type="text"/>
Ledger Number:-	<input type="text"/>

Fields marked with an asterisk (\*) are mandatory and must be completed.

#### Council Specific Information

#### Objector details

Title*	Surname*	Given Name 1*	Given Name 2
MR	BLOSS	DANIEL	PAUL

Business Details		LATROBE CITY COUNCIL INFORMATION MANAGEMENT RECEIVED 15 NOV 2012
ABN	ACN	
Company Name	Business Name	

Address		R/O:	Doc No:
Street Address*		Comments/Copies Circulated to:	
Suburb / Town*		<input checked="" type="checkbox"/> City registered in DataWorks	<input type="checkbox"/> Invoice forwarded to accounts

State*	Postcode*
VIC	3844

Affected property address (if different from above)

Street Address\*

Suburb / Town*	State*	Postcode*
Traralgon	VIC	3844

Contact Details  
Please provide at least one phone number and include the area code \*

Business Phone	After hours phone	Business Fax	Mobile
( )		( )	

Email

Applicant contact (representative) - If details are entered below, all correspondence will be made through the applicant contact (representative) e.g. consultant, planner, architect

Title*	Surname*	Given Name 1*	Given Name 2

Business Details	
ABN	ACN
Business Name	Company Name

Handwritten initials and marks at the bottom right of the page.

**Address**  
 Street Address\*

Suburb / Town\*  State\*  Postcode\*

**Contact Details**  
 Please provide at least one phone number and include the area code \*

Business Phone  After hours phone  Business Fax  Mobile

Email

**Planning permit application details**

What is the permit application number to which you object? \*

Who has applied for the permit? Name of applicant \*

Address

Choose the type of formal land description \*

Street Address  Lot/ Plan  Crown allotment  Other (if no other land description applies)

Street address \*

Suburb Town \*  State \*  Post Code \*

Lot / Plan Lot number  Plan type and numbering (existing)

Crown allotment number  Section number  Block

Portion  Subdivision  Parish OR Township name

Other (where no address or formal land description relevant - e.g. street furniture, bus shelter advertising)

What is Proposed? \*



**Objection Details**

What are the reasons for your objection? \*

See Attachment

How will you be affected by the grant of a permit? \*

See Attachment

**Acknowledgement**

- Copies of objections/submissions lodged with the Responsible Authority will be made available to the public and copies may be made to interested parties for the sole purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987.
- may refuse this objection after review of the information provided.

By marking this checkbox I confirm that I have read and understood all the statements above \*

Name of person completing this application \*

Daniel Bloss

Date \*

13/11/12

Signature of person completing this application \*

Daniel Bloss

**Attachment to accompany Objections to Planning Permits for Nos 9 Place Traralgon**

**Reasons for Objections**

I believe that there may not be adequate provisions made in this development for parking for resident and visitor vehicles. (as outlined in Res Code 55.03-10 which states **To provide convenient parking for resident and visitor vehicles.**

A development of this magnitude has the ability to require at least six car spaces for each of the three three bedroom units, when you consider that three couples are capable of residing at each three bedroom units. Provision for parking is at most two car spaces per unit. If two car owners reside at each unit, there is no provision for visitor parking at all. I question whether this requirement is being met in the proposed plan.

The development is located approximately .8 kilometre from the closest bus stops, one being in Crosses Road, the other being in Bradman Boulevard. One has to walk over an unpaved reserve to reach the later. The Post Office is approximately three kilometres from the development. The nearest convenience store is located 2.6 kilometres away at West End Store and Safeway is 2.8 kilometres.

It is likely therefore, that residents of this proposed development would need to have their own vehicles.

I feel that due to the potential for greater numbers of people to be residing/visiting this one allotment that there is likely to be the following situation with regard to traffic/and car parking.

Increased traffic volumes/flows in a tight cul de sac would lead to congestion.

Additional vehicles illegally parked on nature strips will contribute to a deterioration of those nature strips.

Additional vehicles parking on an already narrow carriageway will reduce access.

Access for emergency vehicles may be restricted because of extra vehicles parked in the street.

Garbage bin collection times could prove problematic due to roadways clogged with parked cars.

Additional traffic flows and congestion due to cars parked in the street will endanger children, other pedestrians, cyclists and motorists.

There is potential for additional noise pollution.

Additional vehicular crossovers will be a pedestrian hazard.

Vehicles parked on the street/nature strip are likely to encourage an increase in crime in the area because of their easy access to criminals. Recently there was a window of a vehicle smashed parked outside nearby 101 St Georges Road because of the fact that residents of this block of units are unable to park their vehicles off the street due to insufficient off street parking allocation.

When driving along nearby St Georges Road outside the three unit development located there at 101 St Georges Road, there is frequently several cars parked on either side of the road and on the nature strip making it a very narrow carriageway.

I feel that the proposed multiple dwelling developments are against the neighbourhood character of the street. Currently there are six dwellings each on a single allotment under construction in Tintern Place. I know of another three proposed homes planned to be constructed on single allotments in Tintern Place. The established neighbourhood character is thus that of single dwellings per allotment.

Unit developments frequently attract tenants who may not take pride in their homes, may be noisy and undermine the general tone of the neighbourhood. There is often a frequent turnover of occupiers in unitised developments.

I was looking forward to building a nice home and making a safe home for my family in a quiet court location. The extra traffic, congestion from parked cars and uncertainty of who may be living in the neighbourhood in the units proposed for No 9 are a concern to me.

**How will I be affected?**

I was looking forward to a stable residential environment in Tintern Place where families would take ownership of that environment without the constant turnover of residents that often occur with unit settlement. I am concerned that should the development go ahead this may no longer be the case.

I feel that unitised and multi dwelling per allotment residential developments devalues properties in the surrounding area so I am concerned that my property will be worth less because of the development.

Along with the all objections listed above regarding neighbourhood character, traffic, noise, congestion and safety I feel that I could be adversely affected should the proposed development proceed.

I strongly oppose the proposed development at 9 Tintern Place.

Daniel Bloss 12/11/12  
*Daniel Bloss*

## ORDINARY COUNCIL MEETING MINUTES 04 MARCH 2013 (CM401)

### 16.5 DOCUMENTS PRESENTED FOR SIGNING AND SEALING

General Manager

Governance

For Decision

### DECLARATION OF INTEREST

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

### DOCUMENTS

PP 2012/8	Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Hobsons Run Pty Ltd as the Owner of the Land more particularly described in Certificate of Title Volume 11323 Folio 029 being Lot 2 on PS 633172 situated at 110-112 Breed Street, Traralgon pursuant to Condition 2 of Planning Permit No 2012/8 for Two (2) Lot Plan of Subdivision No. PS713653C issued under Officer Delegation on 8 June 2012 providing that any future residential development on the proposed lot 2 as nominated on the endorsed plan, have a minimum of either 4 dwellings or is subdivided into 4 lots.
-----------	---

Attachments  
Nil

### RECOMMENDATION

**That Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Hobsons Run Pty Ltd as the Owner of the Land more particularly described in Certificate of Title Volume 11323 Folio 029 being Lot 2 on PS 633172 situated at 110-112 Breed Street, Traralgon pursuant to Condition 2 of Planning Permit No 2012/8 for Two (2) Lot Plan of Subdivision No. PS713653C issued on 8 June 2012 providing that any future residential development on the proposed lot 2 as nominated on the endorsed plan, have a minimum of either 4 dwellings or is subdivided into 4 lots.**

**Moved:** Cr Middlemiss

**Seconded:** Cr Gibson

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

# ORGANISATIONAL EXCELLENCE

**17. ORGANISATIONAL EXCELLENCE**

Nil reports

# MEETING CLOSED TO THE PUBLIC

## 18. 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.

### RECOMMENDATION

That the Ordinary Meeting of Council closes this meeting to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the Local Government Act (LGA) 1989 for the reasons indicated:

#### 18.1 ADOPTION OF MINUTES

Agenda item InsertHeaderPage *Adoption of Minutes* 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)

#### 18.2 CONFIDENTIAL ITEMS

Agenda item InsertHeaderPage *Confidential Items* 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)

#### 18.3 COUNCILLOR QUARTERLY EXPENSES REPORT - OCTOBER - DECEMBER 2012

Agenda item InsertHeaderPage *Councillor Quarterly Expenses Report - October - December 2012* 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)

#### 18.4 MAYORAL SPONSORSHIP AND SPORTING SPONSORSHIP APPLICATIONS

Agenda item InsertHeaderPage *Mayoral Sponsorship and Sporting Sponsorship Applications* 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)



**ORDINARY COUNCIL MEETING MINUTES  
04 MARCH 2013 (CM401)**

The Meeting closed to the public at 6.50 pm.

The meeting re-opened to the public at 7.06 pm.

There being no further business the meeting was declared closed at 7.14 pm

I certify that these minutes have been confirmed.

Mayor: \_\_\_\_\_

Date: \_\_\_\_\_