



LATROBE CITY COUNCIL

MINUTES FOR THE ORDINARY COUNCIL

HELD IN NAMBUR WARIGA MEETING ROOM
CORPORATE HEADQUARTERS, MORWELL
AT 6:00PM ON
19 MAY 2014

CM437

PRESENT:

Councillors:	Cr Sharon Gibson, Mayor	West Ward
	Cr Peter Gibbons	West 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
Officers:	John Mitchell	Acting Chief Executive Officer
	David Elder	Acting General Manager Community Liveability
	Chris Wightman	Acting General Manager Planning & Governance
	Geoff Hill	Acting General Manager Economic Sustainability
	Jamey Mullen	Acting General Manager Organisational Excellence
	Damian Blackford	Acting General Manager Recreation & Community Infrastructure
	Stacey Greenwood	Acting Manager Council Operations & Legal Counsel

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1. **OPENING PRAYER**
2. **ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND**
3. **APOLOGIES AND LEAVE OF ABSENCE**

Cr Harriman

Cr Kam

4. **DECLARATION OF CONFLICT OF INTEREST**

Cr Rossiter declared a Conflict of Interest in item 16.8 - Planning Permit Application 2013/270, Use & Development of a Convenience Restaurant and Waiver of the Requirement for end of Trip Facilities at 1-3 Standing Drive, Traralgon

Cr Middlemiss declared an Interest in item 16.2 - Consideration of Planning Panel Report and adoption of Latrobe Planning Scheme Amendment C82

5. **ADOPTION OF MINUTES**

RECOMMENDATION

That the minutes of the Ordinary Council Meeting held on 28 April 2014 and the minutes of the Special Council Meeting held on 8 May 2014 be confirmed.

Moved: Cr Sindt
Seconded: Cr White

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

6. PUBLIC QUESTION TIME**Suspension Of Standing Orders****Moved:** Cr O'Callaghan**Seconded:** Cr Rossiter

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 6.04 PM.

Ms Kate McCulley addressed Council in relation to item 10.2 - Ongoing funding for the delivery of 15 hours of Kindergarten beyond December 2014.

Ms Belinda Hoffard addressed Council in relation to item 10.2 - Ongoing funding for the delivery of 15 hours of Kindergarten beyond December 2014.

Cr Middlemiss left the Chamber at 6.20 PM due to an Interest in members of the Gallery speaking in relation to item 16.2 - Consideration of Planning Panel Report and adoption of Latrobe Planning Scheme Amendment C82.

Mr Anthony Sasse addressed Council in relation to item 16.2 - Consideration of Planning Panel Report and adoption of Latrobe Planning Scheme Amendment C82.

Mr Nick Anderson addressed Council in relation to item 16.2 - Consideration of Planning Panel Report and adoption of Latrobe Planning Scheme Amendment C82.

Cr Middlemiss returned to the Chamber at 6.31 PM.

Mr Martin Rieger addressed Council in relation to item 16.5 - Planning permit application 2013/7, Staged Subdivision of Land and Removal of Native Vegetation, Coalville Road, Moe.

Mr Nick Anderson addressed Council in relation to item 16.5 - Planning permit application 2013/7, Staged Subdivision of Land and Removal of Native Vegetation, Coalville Road, Moe.

Cr Rossiter left the Chamber at 6.49 PM due to a Conflict of Interest in members of the Gallery speaking in relation to item 16.8 - Planning Permit Application 2013/270, Use & Development of a Convenience Restaurant and Waiver of the Requirement for end of Trip Facilities at 1-3 Standing Drive, Traralgon.

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Mr Andrea Pagliaro addressed Council in relation to item 16.8 - Planning Permit Application 2013/270, Use & Development of a Convenience Restaurant and Waiver of the Requirement for end of Trip Facilities at 1-3 Standing Drive, Traralgon.

Mr John Bakker addressed Council in relation to item 16.8 - Planning Permit Application 2013/270, Use & Development of a Convenience Restaurant and Waiver of the Requirement for end of Trip Facilities at 1-3 Standing Drive, Traralgon.

Cr Rossiter returned to the Chamber at 7.00 PM.

Moved: Cr O'Callaghan
Seconded: Cr Sindt

That Standing Orders be resumed.

CARRIED UNANIMOUSLY

Standing Orders were resumed at 7.01 PM.

With Council's consent, the following items were moved forward for consideration:

- **Item 10.2 - Ongoing funding for the delivery of 15 hours of Kindergarten beyond December 2014**
- **Item 16.2 - Consideration of Planning Panel Report and adoption of Latrobe Planning Scheme Amendment C82**
- **Item 16.5 - Planning permit application 2013/7, Staged Subdivision of Land and Removal of Native Vegetation, Coalville Road, Moe .**
- **Item 16.8 - Planning Permit Application 2013/270, Use & Development of a Convenience Restaurant and Waiver of the Requirement for end of Trip Facilities at 1-3 Standing Drive, Traralgon.**

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7. ITEMS HELD OVER FOR REPORT AND/OR CONSIDERATION

Council Meeting Date	Item	Status	Responsible Officer
19/09/11	Traralgon Activity Centre Plan Key Directions Report	<p>That having considered all submissions received in respect to the Stage 2 Key Directions Report September 2011, Council resolves the following:</p> <ol style="list-style-type: none"> 1. To defer the endorsement of the Stage 2 Key Directions Report September 2011 until: <ol style="list-style-type: none"> (a) Council has been presented with the Traralgon Growth Area Review (b) Council has received information on the results of the Latrobe Valley Bus Review 2. That Council writes to the State Government asking them what their commitment to Latrobe City in respect to providing an efficient public transport system and that the response be tabled at a Council Meeting. 3. That Council proceeds with the Parking Precinct Plan and investigate integrated public parking solutions. 4. That the Communication Strategy be amended to take into consideration that the November/December timelines are inappropriate to concerned stakeholders and that the revised Communication Strategy be presented to Council for approval. 5. That in recognition of community concern regarding car parking in Traralgon the Chief Executive Officer establish a Traralgon Parking Precinct Plan Working Party comprising key stakeholders and to be chaired by the Dunbar Ward Councillor. Activities of the Traralgon Parking Precinct Plan Working Party to be informed by the Communication Strategy for the Traralgon Activity Centre Plan Stage 2 Final Reports (Attachment 3). 	General Manager Planning and Governance
5/12/11	Investigation into Mechanisms Restricting the sale of Hubert Osborne Park Traralgon	That a draft policy be prepared relating to Hubert Osborne Park and be presented to Council for consideration.	General Manager Planning and Governance
19/12/11	Traralgon Greyhound Racing Club – Proposed Development and Request for Alterations to Lease	That a further report be presented to Council following negotiations with the Latrobe Valley Racing Club, Robert Lont and the Traralgon Greyhound Club seeking Council approval to the new lease arrangements at Glenview Park.	General Manager Planning and Governance

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Council Meeting Date	Item	Status	Responsible Officer
3/12/12	Geotechnical Investigation and Detailed Design Remediation Treatments of Landslips	<ol style="list-style-type: none"> 1. That Council resolve that the geotechnical investigations and detailed design for the remediation treatment of landslips meets the requirements of Section 186 of the <i>Local Government Act 1989</i> and that the contract must be entered into because of an emergency. 2. That Council resolves to enter into a schedule of rates contract with GHD Pty Ltd for the geotechnical investigations and detailed design for the remediation treatment of landslips due to it being an emergency. 3. That a report be presented to a future Council meeting at the completion of the geotechnical investigations and detailed design for the remediation treatment of landslips outlining the actual costs incurred. 4. That Council authorise the Chief Executive Officer to advise those residents impacted by landslips of Council's process and timelines for remediating landslips throughout the municipality. <p>Status: To date, 17 landslide designs have been completed. There is one slip (Piggery Road, Boolarra) where we will still require geotechnical advice. Upon completion of this project, the above report will be able to be prepared.</p>	General Manager Recreation, and Community Infrastructure
18/02/13	Affordable Housing Project – Our future our place	<ol style="list-style-type: none"> 1. That Council proceeds to publically call for Expressions of Interest as a mechanism to assess the viability and interest in developing an affordable housing project on land known as the Kingsford Reserve in Moe. 2. That a further report be presented to Council for consideration on the outcome of the Expression of Interest process for the development of an affordable housing project on land known as the Kingsford Reserve in Moe. <p>Status: Expression of Interest process has been undertaken. Report to be presented to Council following further due diligence.</p>	General Manager Recreation, and Community Infrastructure
6/05/13	Latrobe City International Relations Advisory Committee - Amended Terms of Reference	That the item be deferred pending further discussion by Councillors relating to the Terms of Reference.	General Manager Economic Sustainability

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Council Meeting Date	Item	Status	Responsible Officer
6/05/13	Latrobe City International Relations Advisory Committee - Motion Re: Monash University	<p>That the item be deferred until after the amended Terms of Reference for the Latrobe City International Relations Advisory Committee have been considered by Council.</p> <p>Status: An organisational Terms of Reference template has been recently developed in which the draft Latrobe City International Relations Advisory Committee Terms of Reference will be applied to. Once complete, the draft will be reviewed by the Terms of Reference committee</p>	General Manager Economic Sustainability
6/05/13	Former Moe Early Learning Centre	<ol style="list-style-type: none"> 1. That a community engagement process be undertaken to inform a potential Expression of Interest for funding from the State Government's <i>Putting Locals First Program</i> to redevelop the former Moe Early Learning Centre as a centre for community organisations, addressing the stated funding criteria. 2. That subject to the community engagement process identifying a community need meeting the funding criteria, that an Expression of Interest for funding from the State Governments Putting Locals First Program be prepared and submitted. 3. That a further report be presented to Council for consideration outlining the draft design of the former Moe Early Learning Centre based on feedback received during the community engagement process. 	General Manager Community Liveability

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Council Meeting Date	Item	Status	Responsible Officer
01/07/13	Traffic Investigation At Finlayson Crescent Traralgon	<ol style="list-style-type: none"> 1. That Council install temporary traffic calming devices in Finlayson Crescent, Traralgon for a period of six months. 2. That a review of traffic flow during this six month period in Finlayson Crescent and adjoining cross streets be undertaken and reported back to Council. 3. That a final determination be made by Council on review of these figures. 4. That Council write to the head petitioner and all other residents who were invited to express their views informing them of Council's decision. <p>Status: Trial has been completed and it is proposed that a report will be presented to Council on 19 May 2014.</p>	General Manager Recreation and Community Infrastructure
16/09/13	14.3 Hazelwood Pondage Waterway And Caravan Park Lease	<ol style="list-style-type: none"> 1. That Council authorise the Chief Executive Officer to commence negotiations with IPH GDF Suez for the lease of the caravan park, southern boat ramp and surrounds, northern boat ramp and surrounds and management of the waterway for recreational purposes, ensuring the following principals are addressed: <ul style="list-style-type: none"> •GDF SUEZ to retain full accountability for Blue Green Algae and water quality testing; •GDF SUEZ to remain fully accountable for the pondage integrity; •Fair and equitable termination clauses should the power station close earlier than 2025; •Clarify risk, release and indemnity conditions; •Liquidated damages; •Clarify the end of lease conditions; •Clarify the early termination conditions 2. That a further report be presented to Council following negotiations with IPH GDF SUEZ seeking Council approval of the new lease arrangements at Hazelwood Pondage. 3. That Council write to the Minister for Regional & Rural Development and advise of Council's resolution to commence negotiations with IPH GDF SUEZ . <p>Status: Negotiations have commenced and a IPH GDF Suez a letter from CEO replying to proposed terms. Mow awaiting a draft lease document that will be presented to Council for consideration.</p>	General Manager Recreation and Community Infrastructure

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Council Meeting Date	Item	Status	Responsible Officer
6/11/13	Latrobe Regional Motorsport Complex	<p>1. That Council requests the members of the Latrobe Regional Motorsports Complex Advisory Committee to investigate potential sites for the motorsports complex and to advise Council of any sites identified so that further investigation can be undertaken by Council officers.</p> <p>2. That Council officers meet with Energy Australia to discuss other possible sites for a motorsports complex on their land.</p> <p>3. That a further report be presented to Council at such time that site options have been investigated.</p> <p>Status: Request to Advisory Committee members to investigate sites has been completed. Energy Australia meetings have taken place and formal response provided. Further report to be provided to Council in June 2014.</p>	General Manager Recreation and Community Infrastructure
18/11/13	2013/26 – Notice Of Motion Car Parking At Traralgon, Morwell And Moe Train Stations	<p>1. That the Mayor write to the appropriate authorities and request an update, which includes timelines, on when improved car parking will be provided at the Traralgon, Morwell and Moe train stations</p> <p>2. That the response be tabled at an Ordinary Council meeting</p>	General Manger Planning and Governance
2/12/13	Presentation Of Petition For The Proposed Removal Of 15 Corymbia Maculata Spotted Gum Street Trees Growing In Nature Strips In Fowler Street, Moe	<p>1. That Council lay the petition requesting the removal of gum trees in Fowler Street, Moe on the table.</p> <p>2. That Council initiate a consultation process with all residents of Fowler Street, Moe and the broader local community to determine public opinion in relation to the proposed removal of the gum trees.</p> <p>3. That a further report be presented to Council detailing the results of the community consultation.</p> <p>Status: Consultation period has now concluded and a report will be provided to Council for consideration at 19 May 2014 Ordinary Council Meeting.</p>	General Manager Recreation and Community Infrastructure

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Council Meeting Date	Item	Status	Responsible Officer
24/03/14	Draft Recreation Plans	<ol style="list-style-type: none"> 1. That Council releases the draft Morwell Recreation Reserve Precinct Master Plan, Traralgon Recreation Reserve and Showgrounds Master Plan, Warren Terrace Reserve Master Plan and the Review of the Traralgon Outdoor Recreation Plan for community consultation for a period of 6 weeks from Tuesday 25 March 2014 to Friday 2 May 2014. 2. That a further report be presented to Council with the results of the community consultation process. <p>Status – Consultation period is currently underway. Final reports planned to be presented to Council for consideration in June 2014.</p>	General Manager RCI
24/02/14	Planning Permit Application 2013/214 - Native Vegetation Removal, Jumbuk Road	<ol style="list-style-type: none"> 1. That Council defer the decision to grant a decision on Planning Permit Application 2013/214 – Native Vegetation Removal, Jumbuk Road until the following documentation has been considered and adopted by Council: <ol style="list-style-type: none"> a. A 10 Year Offset Management Plan and the Compliant Offset Plan. 	General Manager Planning and Governance
7/04/14	Council Meeting Schedule	<ol style="list-style-type: none"> 1. Adopt a 3-weekly Ordinary Council Meeting cycle whereby the Ordinary Council Meeting Agenda is made available 10 days prior to the meeting date. The ordinary Council meetings will commence at 6.00pm and that this be trialled for a six month period. 2. That the meeting cycle process be reviewed and a report be brought back to Council in November 2014. 	General manager Planning and Governance
28/04/14	Lease of Airlie Bank Homestead, Morwell	<ol style="list-style-type: none"> 1. That Council defer a decision on this matter pending a further report on the condition of Airlie Bank Homestead Building and the likely cost of restoration to Heritage requirements. A report also to be submitted on the timetable and nature of WGCMA proposed for Waterhole Creek. 	General Manager Planning and Governance

**10.2 ONGOING FUNDING FOR THE DELIVERY OF 15 HOURS OF
KINDERGARTEN BEYOND DECEMBER 2014.****General Manager****Community Liveability****For Decision****PURPOSE**

The purpose of this report is to present correspondence received from Municipal Association of Victoria (MAV) requesting support from the Federal Government for an ongoing commitment to fund 15 hours of Kindergarten (4 year old preschool) beyond the current COAG agreement which expires in December 2014.

DECLARATION OF INTEREST

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

OFFICER COMMENTS

Councils received a Members Brief from MAV on 29 April 2014 (attachment one), requesting urgent action be taken to advocate for ongoing funding for 15 hours of Kindergarten for four year-olds.

The MAV encourages all councils to make contact with both their Federal and State MPs about this matter through letters, emails, face-to-face meetings, and via social media before the end of June reinforcing the central message that without continued funding, families of 73,000 Victoria pre-schoolers will face untenable fee increases of up to 129 per cent.

Latrobe City Council currently operates 24 of the 27 preschools operating within the municipality. Latrobe City is the only municipality within Gippsland that is a cluster manager of preschool services, and is one of the largest cluster managers within the Gippsland region.

We were the first cluster manager within Victoria to move all of its services to the 15 hour per week preschool model. This move was funded through the Department of Education and Early Childhood Development (DEECD) as part of a pilot program resulting from the 2008 Council of Australian Governments (COAG) agreement to improve educational outcomes for children and their families.

From July 2013, almost all of the 73,000 Victorian preschoolers had access to a 15 hour program. The extra hours have proven beneficial to many families, in particular working families, rural families, disadvantaged children and their families.

Currently this service is financed through a complex mix of Federal, State and Local Government funding, including users fees and community fundraising.

The Federal Government has not as yet committed to fund operational costs of the additional five hours beyond December 2014.

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Without continued funding, Victorian parents may face a 129 per cent fee hike, making kindergarten costs unaffordable for many parents.

Attachments

1. MAV members brief - kindergarten funding

RECOMMENDATION

That Council supports the request from the Municipal Association of Victoria and that the Mayor writes to relevant State and Federal Ministers and local members of parliament, advocating for their commitment to continued funding for the provision of 15 hours of Kindergarten beyond 2014, reinforcing key messages contained in the Members Brief.

Moved: Cr O'Callaghan

Seconded: Cr White

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

10.2

Ongoing funding for the delivery of 15 hours of Kindergarten beyond December 2014.

- 1 MAV members brief - kindergarten funding 17**



URGENT COUNCIL ACTION NEEDED – GOVERNMENTS MUST CONTINUE TO FUND 15 HRS of KINDERGARTEN

Background

In November 2008 the Council of Australian Governments (COAG), as part of its early childhood reforms, endorsed the national agenda of universal access to 15 hours of kindergarten a week for four year-olds from 2013. The MAV agreed in principle with the reforms but strongly advocated that additional federal and state funding was required to move the Victorian system from 10 to 15 hours within the set timeframes.

We were successful in securing a range of support for councils including funded municipal planning and capacity assessment work, capital and change management grants.

From July 2013, almost all of the 73,000 Victorian preschoolers had access to a 15 hour program. Families have enthusiastically taken up the extra hours and it has particular benefits for working families, rural families and disadvantaged children and their families.

Currently the State Government funds 10 hours (\$204 million pa), the Commonwealth funds five hours (\$113 million pa) and the community/local government provide a further 35 per cent to meet the government shortfall through fees, fundraising and council support.

However, the Australian Government has not committed to fund operational costs of the additional five hours beyond December 2014. Without continued funding, Victorian parents face a potential 129 per cent fee hike, making kindergarten costs unaffordable for many parents.

Local government and the kindergarten community urgently need to speak with one voice to ensure governments continue to fund their share of the 15 hours operational costs.

Key messages:

1. Australia's early childhood education system must not be left to fall further behind our OECD counterparts. Our children deserve better and we expect better for them.
2. Such a significant national education reform must have continued funding beyond the political cycle.
3. Without continued government investment for the additional five hours of preschool, we risk poorer learning outcomes for Victorian children.
4. Victorian communities already contribute 35 per cent of the cost of preschool through fees, fundraising and local government support, including \$240 million of ratepayer funds invested by councils over the past three years to deliver 15 hours of kindergarten.
5. Parents cannot sustain exorbitant fee increases to offset government funding cuts. Current average fees of \$1,200 could rise by another \$1,547 if \$113 million to fund the additional five hours is not ongoing, taking total parent fees to \$2,750 per child, per year.
6. An extra 1,200 teachers and educators were trained and employed to deliver additional preschool hours. We cannot afford the job losses, or risk councils withdrawing their support and extensive roles in kindergarten planning, facility and service provision.



The evidence:

1. Internationally and nationally¹ there is irrefutable evidence linking preschool attendance to improved student results in numeracy, reading and spelling.
2. A 2010 study² found that focused investment in early childhood education represents the best and most economically efficient period of life for such an outlay - returning at least \$8 for every \$1 spent in higher wages, increased tax revenue, reduced school expenditure and reduced criminal justice expenditure.
3. What other OECD countries are doing:
 - New Zealand: recently introduced 20 hours per week free for three and four year old children
 - Norway: preschool education up to 41 hours per week for children from the age of one and capped fees to maintain affordability
 - France: free preschool education for children from the age of two for 25 hours per week
 - Sweden: preschool education up to 50 hours per week, with capped fees and subsidies for families
 - Spain: free preschool education for 50 hours per week for three and four year olds
 - Scotland: free preschool education for three and four year olds for 11 hours per week, with parents paying for additional hours.

Who to contact and how?

We encourage all councils to make contact with both your Federal and State MPs about this matter through letters, emails, face-to-face meetings, and via social media before the end of June.

The central message is that without continued Federal funding, families of 73,000 Victorian pre-schoolers will face untenable fee increases of up to 129 per cent.

All MPs should be urged to raise community and council concerns with their Ministerial colleagues, their party leader, and through Parliamentary question time during May and June. The Australian Government will make a decision when the National Partnership review concludes mid-year.

We also encourage councils to use the campaign hashtag #nokindercuts in social media posts.

¹ Nationally - NAPLAN – Melbourne Institute of Applied Economics and Social Research January 2014; Internationally –

- A comprehensive literature review undertaken by the New Zealand Council for Educational Research found that a longer duration of early childhood education and care experience is linked with improved academic outcomes for children.
- The OECD's PISA results show that in practically all OECD countries 15 year old students who had attended pre-primary school outperformed students who had not, even accounting for their socio-economic backgrounds (OECD 2009).
- Stanford University's Professor Linda Darling Hammond recently reported that across OECD countries, students who indicated that they had attended pre-primary school for more than one year score 53 points higher in mathematics – the equivalent of more than one year of schooling – than students who had not attended pre-primary education.

² Return on Investment: Cost vs. Benefits. Professor James J. Heckman, University of Chicago, 2010.



MAV advocacy

In April the MAV wrote to the Prime Minister and earlier this year met with the Assistant Minister for Education, Sussan Ley. We have also raised this issue in our 2014 State Budget submission and are in ongoing discussions with Wendy Lovell, Victorian Minister for Children and Early Childhood Development, and her Department.

Since 2010, the MAV has actively advocated to the Australian and Victorian governments to secure funding commitments to assist local government to support implementation of the national 15 hours kindergarten reforms in Victoria.

Over this period, \$5.5 million has been provided in federal funding to Victorian councils for operational planning and capacity assessment, plus councils shared a further \$4 million to support change management; and \$174 million of state/federal funds were provided for capital investment.

To achieve these outcomes, our advocacy efforts have and continue to include:

- regular meetings and briefings with Victorian Ministers and Shadow Ministers
- regular meetings with the Department of Education and Early Childhood Development (DEECD)
- submissions to the Victorian Budget, State kindergarten fee review, COAG mid-term review and Productivity Commission inquiries
- meetings and briefings with Federal Ministers and Shadow Ministers
- letters to successive Prime Ministers
- input into ALGA submissions.

Victoria's kindergarten model:

- Local government voluntarily invests significant funds and resources towards kindergarten provision – councils own the majority of facilities (est. \$6 billion investment), are a major service planner and provider, and offer subsidies and other assistance for kinder programs.
- To achieve the 15 hours national kindergarten reforms, Victorian councils invested \$240 million of ratepayer funding towards capital investment in facilities.
- Of Victoria's 1,320 community-based kindergartens, at least 1,094 (83 per cent) operate from council-owned buildings.
- The vast majority of Victorian kindergartens are operated on a not-for-profit basis by community organisations, councils, cluster managers or parent cooperatives.
- Victoria's 'community model' also relies on community and parent support (including fees and fundraising) to keep programs running. This community investment equates to 35 per cent of the operating costs of service delivery.
- This unique partnership model has resulted in more than 97.9 per cent of Victorian children attending 15 hour kindergarten programs in 2013.

FURTHER INFORMATION

Go to our kindergarten reforms [campaign page](#).

MAV contact person: Jan Barrett

Phone Number: 03 9667 5594 Email: jbarrett@mav.asn.au

16.2 CONSIDERATION OF PLANNING PANEL REPORT AND ADOPTION OF LATROBE PLANNING SCHEME AMENDMENT C82

General Manager

Planning and Governance

For Decision

PURPOSE

The purpose of this report is for Council to consider the Planning Panel report received for proposed Amendment C82 and to seek approval to progress the amendment to the next stage.

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 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment (City Planning)

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.

Strategic Objective – 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.

Latrobe City Council Plan 2013 - 2017

Themes and Objectives

Theme 5: Planning for the future

To provide a well planned, connected and liveable community.

To provide clear and concise policies and directions in all aspects of planning.

Strategic Direction – Planning for the future

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.

Plan and coordinate the provision of key services and essential infrastructure to support new growth and developments.

Legislation

The provisions of the Latrobe Planning Scheme and the following legislation apply to this amendment:

- *Local Government Act 1989*
- *Planning and Environment Act 1987 (the act)*
- *Transport Integration Act 2010*

BACKGROUND

Amendment C82 proposes to rezone approximately 66 hectares of land at Lot 1 PS 449977 and Lot 1 PS 424861 Tyers-Walhalla Road, Tyers generally bounded by Tyers-Walhalla Road to the north and west and Moe-Glengarry Road to the south.

Amendment C82 proposes to:

- Rezone the subject site from Farming Zone (FZ) and Township Zone (TZ) to Low Density Residential Zone (LDRZ) and Rural Living Zone Schedule 2 (RLZ2).
- Introduce and apply the Development Plan Overlay Schedule 8 (DPO8) Low Density and Rural Living Growth Areas to the land.
- Amend Clause 21.06 Small Towns by amending the Subclause 21.06-5 – Specific Small Town Strategies – Tyers and the Tyers Structure Plan.
- Update the Schedule to Clause 61.03 to insert new planning scheme maps into the Latrobe Planning Scheme.

At the Ordinary Council meeting on 8 April 2013 Council resolved to request authorisation from the Minister for Planning to prepare and exhibit the proposed amendment to the Latrobe Planning Scheme.

The Minister for Planning in accordance with Sections 8A(3) of the *Planning and Environment Act 1987* subsequently authorised Council to prepare the proposed Amendment C82 on 4 June 2013.

Amendment C82 was placed on public exhibition during the period 25 July to 30 August 2013.

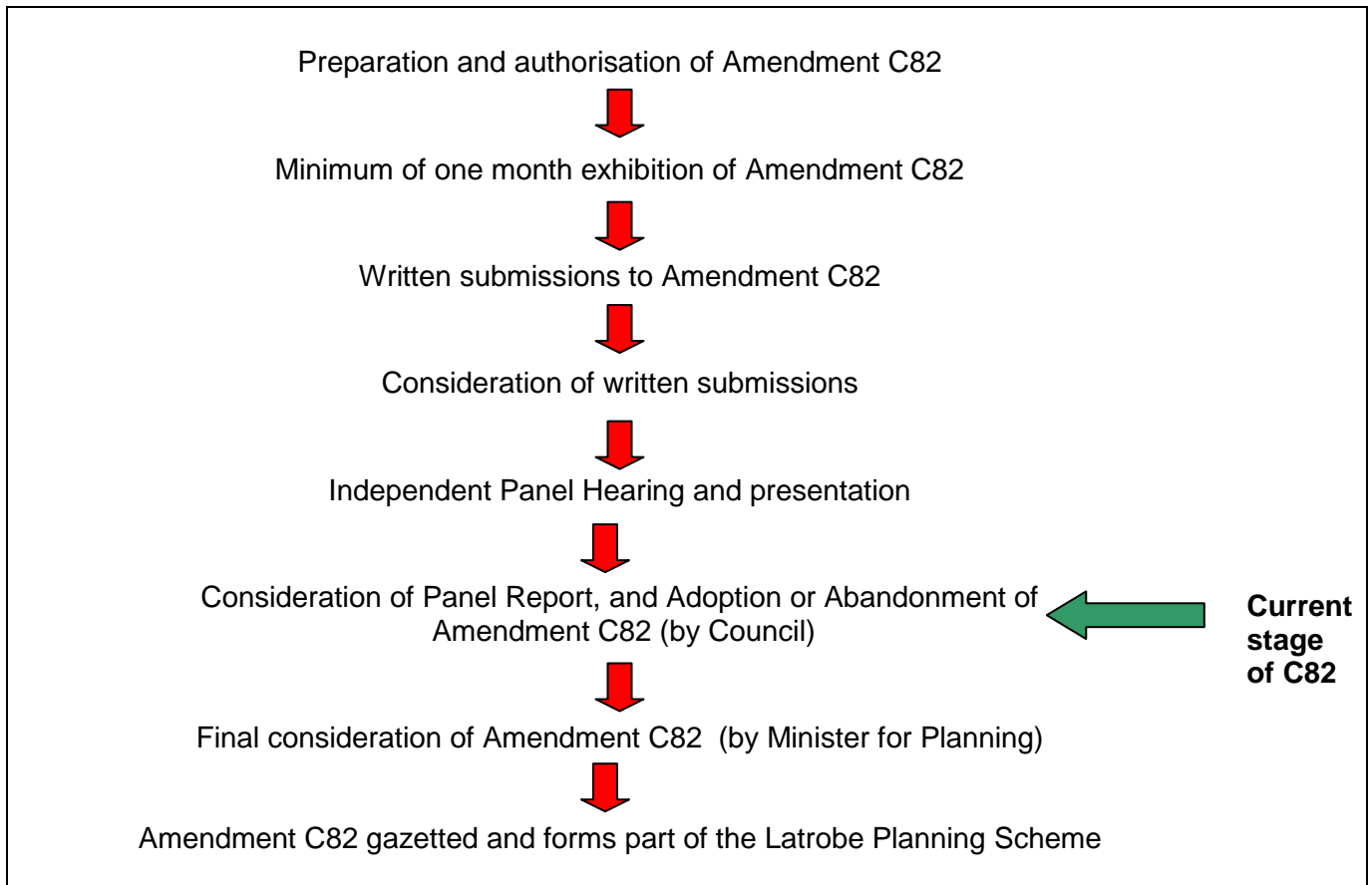
At the Ordinary Council meeting on 18 November 2013 Council considered all 13 written submissions to Amendment C82 and resolved to

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request the Minister for Planning to establish a planning panel to consider submissions and prepare a report.

Statutory Requirements

The C82 planning scheme amendment process is shown in the figure below and provides an indication of the current stage of C82.



In accordance with the Act, the municipal council, as a planning authority, has a number of duties and powers. These duties and powers are listed at Section 12 of the Act. Under Section 12 a planning authority must have regard to (*inter alia*):

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

Amendment C82 has had regard to Section 12 of the Act and is consistent with the requirements of Section 12. In addition each amendment must address the Department of Transport Planning and Local Infrastructure

(DTPLI) publication *Strategic Assessment Guidelines for Planning Scheme Amendments*. A response to these guidelines is outlined in the attached Explanatory Report (see Attachment 1).

The proposal is consistent with the State Planning Policy Framework, at Clauses 11 – Settlement, Clause 15 – Built Environment and Heritage and Clause 16 – Housing. The proposal is also consistent with the current Municipal Strategic Statement (MSS), at Clause 21.03 – Natural Environment Sustainability, Clause 21.04 - Built Environment Sustainability and Clause 21.08 – Liveability. The proposal provides opportunities for new residential development, provides important diversity of housing and lifestyle to reinforce the role of smaller settlements as rural service centres and avoids development in areas with high biodiversity values. This is further explained in the attached explanatory report (see Attachment 1).

Sections 22 and 23 of the Act require that Council must consider all submissions received to C82 and where a submission requests a change that can't be satisfied, request the Minister for Planning to establish a planning panel to consider submissions in response to Amendment C82.

Section 27(1) of the Act requires Council to consider the panel's report before deciding whether or not to adopt the amendment. Section 29(1) of the Act enables Council after complying with the relevant sections of the Act, to adopt the amendment or that part with or without changes.

ISSUES

Of the 13 written submissions received during the exhibition of Amendment C82, three submissions requested changes. While Council resolved to make changes that addressed some of the matters raised by these submitters at a Council meeting held 18 November 2013, those submissions that could not be resolved were referred to the Planning Panel.

The Planning Panel was held on the 21 February 2013 and a report received by Council on 1 April 2014 (See Attachment 2).

The focus of submitter presentations and discussion during the planning panel hearing was primarily in relation to housing land supply, stormwater management and wastewater management.

Housing Land Supply

There were some concerns from one submitter in relation to the demand and supply of housing within the Tyers Township and whether the amendment would potentially provide an oversupply of residential land.

The proponent for the amendment commissioned consultant MacroPlan Dimasi to complete a high level housing supply and demand assessment

of the Tyers Township whilst maintaining context to the greater Latrobe LGA. The Panel supported the approach taken by MacroPlan Dimasi and concluded that although the amendment may result in a short to medium oversupply of Low Density Residential Zone and Rural Living Zone land in Tyers, this was not contrary to State Policy. In addition the Panel concluded that there are no adverse traffic impacts resulting from the proposed development and the impact on local businesses and services is most likely to be positive.

Stormwater and Wastewater Management

There were concerns from one submitter that the Land Capability Assessment undertaken on the subject land was insufficient in establishing the ability of the land to deal with both stormwater and wastewater created by any future development on the site.

The Panel concluded that although the Land Capability Assessments completed to date and the expert witness reports presented to the Panel indicated that the subject site has some major constraints in terms of the capability to manage stormwater and wastewater; they were not fatal to the rezoning of the site.

Gippsland Water as a submitter acknowledged that the subject land is partially serviced with reticulated water but no reticulated sewerage system exists within the township. Latrobe City Council has been liaising with Gippsland Water for some years in regards to improved wastewater management within the Tyers Township. Gippsland Water advised the Panel that they do not have any plans to provide reticulated sewerage to the township of Tyers in the near future, but are prepared to continue to work with Council to explore potential options to fund the provision of sewerage services for the Tyers Township.

One submitter suggested that the subject site provided an opportunity to add more lots to a sewerage scheme and hence improve the viability of any scheme (by spreading costs). The submitter proposed that the lower part of the subject site be zoned Township Zone and smaller lots be provided to assist in achieving a 'critical mass' to make a sewerage scheme viable.

The Panel concluded that although both Gippsland Water and Council were supportive of finding a way to implement reticulated sewerage in Tyers in the future, the amendment should be assessed on the assumption that wastewater is to be treated on site and that detailed drainage and wastewater management issues can be dealt with at the development plan and subdivision permit stages.

The Panel also concluded that the wording of the Development Plan Overlay Schedule 8 should be clarified and strengthened in relation to stormwater and wastewater management.

The Planning Panel report makes three recommendations for Council consideration. Attachment 3 of this Council report provides planning

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advice on the preferred approach when considering each of the planning panel recommendations.

In summary, Council's proposed response to the recommendations of the panel is to:

- Amend Clause 21.06 as proposed by Councils post-exhibition documents, to utilise the most recently adopted version of the Clause and correct references to the Tyers Structure Plan.
- Adopt the post-exhibition versions of the Zone Map and Tyers Structure Plan.
- Amend the Development Plan Overlay Schedule 8 as shown in the Panel Preferred Version.

The planning panel recommendations are considered to be appropriate and are recommended to be supported by Council.

In order for Amendment C82 to proceed, Council must now consider the recommendations of the Planning Panel and decide whether to adopt Amendment C82 as exhibited, adopt Amendment C82 with changes or abandon the amendment.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

The prescribed fees for planning scheme amendments are detailed in the *Planning and Environment (Fees) Regulations 2012*.

Statutory fees associated with this proposed amendment will be met by the proponent.

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

The risk to Council relevant to this report is the shortage of urban land available to support population growth. This planning scheme amendment will assist to mitigate the above risk by providing Latrobe City Council with an opportunity to accommodate future demand for housing in Latrobe City.

INTERNAL/EXTERNAL CONSULTATION

The amendment is subject to the prescribed process in accordance with the public notice and consultation requirements of Section 19 of the Act.

Amendment C82 was placed on public exhibition during the period 25 July to 30 August 2013. This included advertising in the Government Gazette and local newspapers as well as written notification to landowners and occupiers that may be materially affected by the amendment. All statutory and servicing authorities likely to be materially affected were also notified of the proposed amendment.

Public Submissions

Following public exhibition, 14 written submissions were received by Latrobe City Council in response to Amendment C82. Two submissions requested changes which were not supported by Council. As such, Council resolved at the Ordinary Council meeting on 18 November 2013 to request the Minister for Planning establish a planning panel to consider these submissions and prepare a report.

A Directions Hearing was held on 18 December 2013 and the subsequent Panel Hearing was held on 21 February 2013 at the Traralgon Service Centre where submitters were provided an opportunity to present their written submission.

The panel report that was received by Council on 1 April 2014 was made available to the public on the 22 April 2014.

OPTIONS

The options available to Council are as follows:

- 1 That Council, after considering the Planning Panel report recommendations for Amendment C82, resolves to adopt and submit for approval to the Minister for Planning, Amendment C82 without changes from what was originally exhibited.
Or
- 2 That Council, after considering the Planning Panel report recommendations for Amendment C82, resolves to adopt and submit for approval to the Minister for Planning, Amendment C82 with changes from what was originally exhibited.
Or
- 3 That Council, after considering the Planning Panel report recommendations received for Amendment C82, resolves to abandon the exhibited planning scheme amendment C82 and inform the Minister for Planning.

The recommendation to Council is to support option 2 in accordance with the Panel Report recommendations. The changes to Amendment C82 post exhibition are identified in Attachments 2 and 3 of this council report. It should be noted that if Council wish to make substantial changes to C82 or abandon parts of C82, there is a risk that the Minister for Planning may refuse to approve C82 and require a new planning scheme amendment to be prepared and re-exhibited.

CONCLUSION

It is now appropriate for Council to progress with the inclusion of proposed Amendment C82 into the Latrobe Planning Scheme. The recommendations of the Planning Panel report are intended to assist Council in their final consideration of C82.

- The Planning Panel report received by Council on 1 April 2014 concluded that the amendment is broadly supported by and implements the relevant sections of the State and Local Planning Policy Framework and is strategically supported. The Panel recommended the adoption of Amendment C82 with changes which is consistent with the recommendations of this council report.

Attachments

1. Attachment 1 - Amendment C82 Explanatory Report
2. Attachment 2 - Amendment C82 Panel Report
3. Attachment 3 - Planning Panel Recommendations

RECOMMENDATION

- 1 That Council, having considered the Planning Panel report recommendations for Amendment C82 *adopts* Amendment C82 with changes, identified in Attachment 2 - Amendment C82 Panel Report and Attachment 3 – Planning Panel Recommendations, in accordance with Section 29 of the *Planning & Environment Act, 1987*.
- 2 That Council submits Amendment C82 once adopted to the Minister for Planning for approval, in accordance with Section 35 of the *Planning and Environment Act 1987*.
- 3 That Council advises those persons who made written submissions to Amendment C82 of Council's decision.

Cr Middlemiss left the chamber at 7.03 PM due to an Interest in item 16.2 - Consideration of Planning Panel Report and adoption of Latrobe Planning Scheme Amendment C82.

ALTERNATE MOTION

To defer item 16.2 to the next Ordinary Council Meeting 10 June 2014 to allow further consideration by councillors, prior to progression of the Latrobe Planning Scheme Amendment C82 to the next stage.

Moved: Cr Sindt
Seconded: Cr White

That the Recommendation be adopted.

For the Motion

Councillor/s Gibbons, Sindt, Gibson

Against the Motion

Councillor/s Rossiter, White

Abstained from the Motion

Councillor O'Callaghan

The Mayor confirmed that the Recommendation had been CARRIED

Cr Middlemiss returned to the chamber at 7.18 PM.

16.2

Consideration of Planning Panel Report and adoption of Latrobe Planning Scheme Amendment C82

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What the amendment does.

The amendment seeks to:

- Rezone land from Farming Zone and Township Zone to Low Density Residential Zone (LDRZ) and Rural Living Zone Schedule 2 (RLZ2).
- Introduce and apply the Development Plan Overlay Schedule 8 (DPO8) Low Density and Rural Living Growth Areas to the land.
- Amend Clause 21.06 Small Towns by amending the Subclause 21.06-5 – Specific Small Town Strategies – Tyers and the Tyers Structure Plan.
- Update the Schedule to Clause 61.03 to insert new planning scheme maps into the Latrobe Planning Scheme.

See attached Proposed Zone and Overlays Maps and Proposed Tyers Structure Plan.

Strategic assessment of the amendment.**Why is the amendment required?**

The application for rezoning presents Council with the opportunity to provide for low density residential and rural living opportunities in order to satisfy a recognised need for housing within the Tyers Township. The utilisation of the subject land (a former blue gum plantation) has the potential to provide a higher order use of land for housing and will result in logical in-fill between the township area and the established rural living development to the north-east of the town.

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

The objectives of planning in Victoria are:

- a) To provide for the fair, orderly, economic and sustainable use and development of land.
- b) To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.
- c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.
- e) To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.
- f) To facilitate development in accordance with the objectives set out in the points above.
- g) To balance the present and future interests of all Victorians.

The amendment will provide for the fair, orderly, economic and sustainable use of land which has limited agricultural potential.

The amendment allows for the protection and maintenance of the natural environment and the provision for quality low density residential and rural living housing development to be controlled by the Development Plan Overlay.

Clauses 14.03, 21.06-5 and 21.07 of the Latrobe Planning Scheme specify that potential developments need to have regard to stone resources and extractive industries. A large portion of the subject land has been identified as being within the *Latrobe Supply Area – Extractive Industry Interest Area 1999* (which forms part of the Latrobe Planning Scheme). The purpose of these Interest Areas is to provide a basis for the long-term protection of stone resources, assist councils in long term strategic planning and to create awareness that extractive industry is a possible land use in these areas. An 'Extractive Industry Interest Area' does not imply that future extractive industry operations will be confined to these areas, or that they will be automatically approved. Nor does it imply that other uses will be precluded from these areas. In this particular case the Department of Primary Industries has been consulted throughout both the preparation of the Tyers Structure Plan and the proposed rezoning and have confirmed that there is no longer an intention to extract materials from the Tyers Interest Area now or into the future.

The amendment presents an appropriate balance between the present and future interests of the community by providing a clear planning framework for the future urban growth of the area that will cater to Latrobe City Council's increasing population.

How does the amendment address the environmental effects or any relevant social and economic effects?

The utilisation of the subject land (a former blue gum plantation) has the potential to provide an appropriate use of land for housing and will result in logical in-fill between the township area and the established rural living development to the north-east of the town.

Tyers also has the potential to meet some of the spill-over demand for residential land coming from the wider Latrobe City housing market, particularly Traralgon.

The amendment will have a positive social effect by providing more low density residential and rural living housing opportunities within the municipality. Tyers is serviced by existing social infrastructure including schools and sporting clubs which will benefit with further population. The amendment also has the potential to provide a positive economic effect through employment opportunities during the construction period and longer term economic benefits through additional population to the Tyers Township.

Currently no reticulated sewerage system exists within the Township of Tyers. The future developments of the subject land will need to consider both stormwater treatment and domestic wastewater treatment and reuse. All new lots will need to be able to safely manage, treat and retain wastewater on site. A detailed Land Capability Assessment (LCA) completed for the subject land indicated that:

- The land has the capability to provide onsite effluent disposal areas for low density residential land use. Future low density allotments can be provided with necessary effluent treatment and field areas, incorporating appropriate design measures, to ensure all domestic wastewater is contained on site.
- The amount of wastewater generated from future dwellings would determine the area of land required for effluent disposal or effluent re-use.
- Effluent outputs from future dwellings should be minimised by homeowners '*employing water saving fixtures and devices.*'

- Drainage systems for future residential development for the subject land should be professionally designed as an integrated system. *'In addition, it is strongly recommended that the effluent fields be designed and located at the same time that other developments are planned, to have these fully integrated, so as to avoid that effluent fields are considered as a last step.'*

It should be noted that the indicative lot configuration plan which informs the LCA (and several other appendices within the background report) is based on a maximum density under the proposed zoning and ensures Council and referral agencies are able to consider the full implications of rezoning the subject land. It is not intended that the indicative layout will be the eventual subdivision format. This amendment relates only to the rezoning of the land and does not propose a lot layout. A final lot layout will be developed as part of the Development Planning stage which will be undertaken post rezoning of the land.

The proposed Development Plan Overlay Schedule 8 (DPO8) to be applied to the subject land is specifically designed for low density and rural living growth areas. The purpose of a Development Plan Overlay is to identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land. The DPO8 will require that the low density residential and rural living use and on-site domestic wastewater management be strictly in accordance with the specified standards.

The future design and construction of any effluent dispersion and reuse on the subject land would be subject to the approval of Council's Health Services Team.

Does the amendment address relevant bushfire risk?

The land affected by the amendment is subject to the Bushfire Management Overlay (BMO). Whilst the blue gum plantation has been removed from the subject land, advice from the Country Fire Authority (CFA) is that the BMO will remain in place due to wider bushfire risk presented to the Tyers area. In addition, CFA is satisfied that the detail required by the Bushfire Management Overlay for each proposed lot will be dealt with post rezoning, during the development of future applications for subdivision and appropriately referred to the CFA for consideration.

Does the amendment comply with the requirements of any Minister's Directions applicable to the amendment?

The amendment is consistent with the Ministerial Direction of the Form and Content of Planning Schemes under section 7(5) of the *Planning and Environment Act 1987*.

Under Section 12(2)(a) of the *Planning and Environment Act 1987* the Minister's Direction No 11 (Strategic Assessment of Amendment) applies to this amendment. The amendment complies with the requirements of this direction, as evidenced by this explanatory report.

The amendment is affected by Ministerial Direction 15 *The Planning Scheme Amendment Process*, by achieving the set time frames for completing steps in the planning scheme amendment process. This direction applies to the Minister for Planning, the Secretary to the Department, Panels appointed under Part 8 of the *Planning and Environment Act 1987* (Act), and all planning authorities in Victoria.

Practice Note 37 – Rural residential development, requires consideration against strategic planning policies and objectives for this area. The background reports associated with this amendment indicated that there is an existing need for additional land for housing in Tyers; the location of the subject land generally accords with the Latrobe Planning Scheme Tyers Structure Plan; there are no known natural resources requiring protection; future lots can be of a sufficient size to contain waste water and CFA have raised no objection.

How does the amendment support or implement the State Planning Policy Framework?

The proposed amendment is considered to compliment the objective of the SPPF by providing zones and overlay controls that will facilitate the efficient expansion of the Tyers Township for housing purposes.

In particular the amendment is:

- Consistent with Clause 11 – Settlement by providing land for settlement in an area that is provided with utility, urban and social services. The Tyers Structure Plan has designated the subject land as being suitable for future low density residential. The utilisation of the subject land (a former blue gum plantation) has the potential to provide a higher order use of land for housing and will result in logical in-fill between the township area and the established rural living development to the north-east of the town.

It is acknowledged that Tyers does not currently have access to reticulated sewerage and as such the future development of the subject land will need to consider both stormwater treatment and domestic wastewater treatment and reuse. All new lots will need to be able to safely manage, treat and retain wastewater on site.

- Consistent with Clause 11.05-4 Regional planning strategies and principles by facilitating the development of diverse dwelling types and providing greater housing choice and affordability. This is particularly important for Tyers as it has the potential to provide a unique lifestyle that cannot be replicated or offered by a larger urban centre such as Traralgon. Tyers also has the potential to meet some of the spill-over demand for residential land coming from the Traralgon housing market.
- Consistent with Clause 15.01-3 Neighbourhood and subdivision design as the sites are well located to utilise existing infrastructure and community facilities resulting in a more sustainable and integrated Tyers community.
- Consistent with Clause 16.02-1 Rural Residential Development as the rezoning will consolidate the existing rural residential areas within the Tyers Township and is in accordance with strategies which recognise both existing housing supply need in an appropriate location. Future subdivision can occur with a variety of lot sizes and shapes each provided with sufficient area to satisfy the domestic waste water requirements as specified in the LCA.

How does the amendment support or complement the Local Planning Policy Framework?

Clause 21.03-2 Objective 1 (Environmental Sustainability) seeks to maintain and improve the ecological integrity of natural and artificial systems such as agriculture, forestry and urban areas. This amendment will achieve this objective by avoiding development in areas with high biodiversity, agriculture and forestry values.

Clause 21.04 – Objective 2 (Rural Living) seeks to minimise conflict between agricultural activities and rural lifestyle. This amendment will achieve this objective by rezoning the land into Low Density Residential Zone and Rural Living Zone that will provide an appropriate interface between farming zone land and new housing.

Clause 21.06 Objective 1 (Small Towns) seeks to facilitate development in accordance with the specified town Structure Plan by rezoning land between the existing Tyers Township and an established rural residential area. The Tyers structure plan is proposed to be updated as part of this amendment by increasing 'Area 3' future low density residential further north and including 'Area 10' as future rural living. This will result in expanding the existing Tyers settlement boundary further north. The amendment of the Tyers structure plan is considered appropriate as it will facilitate the efficient expansion of the Tyers Township.

Clause 21.07-10 – Objective 1 - Stone Resources seeks to protect significant resources to ensure an adequate supply of stone in future years. The Department of Primary Industries has been consulted throughout both the preparation of the Tyers Structure Plan and the proposed rezoning and have confirmed that there is no longer an intention to extract materials from the Tyers Interest Area now or into the future.

Clause 21.08 – Objective 1 (Liveability) seeks to enhance the quality of residents' lives by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility and sense of place by first rezoning land for low density and rural living within close proximity to the Tyers Township. The subsequent preparation of a future development plan will expand on these themes further when an urban design response is being prepared.

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

The rezoning of the land from the existing Farming and Township Zones to Low Density Residential and Rural Living Zones reflects the application of the existing State Planning Policy Framework and Local Planning Policy Framework and the objectives of the Latrobe Planning Scheme. The Development Plan Overlay will ensure an appropriate future development subdivision design which satisfies the strategic objectives in a manner which minimises impacts on the environment and landscape values of the subject land.

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

The amendment will be referred to all relevant agencies as part of the exhibition process and any comments will be included as necessary. Preliminary feedback has been sought from key agencies such as the: West Gippsland Catchment Management Authority; Gippsland Water; APA Group; SPAusnet; Country Fire Authority; Department of Primary Industries; Australian Paper and the Environment Protection Authority which has informed the application of proposed zones and overlay provisions.

Does the amendment address relevant requirements of the *Transport Integration Act 2012*?

A Transport and Traffic Assessment Report has been undertaken to inform the proposed rezoning application. The findings of the report are that the rezoning of the subject land is not likely to have a significant impact upon the existing road networks or transport system. The existing road system is deemed capable of carrying any future traffic generated by residential development of the subject land. The planning scheme provides adequate guidance and power to ensure that subdivision design includes integrated and sustainable transport planning that contributes to an inclusive, prosperous and environmentally responsible State.

The public notification requirements of the *Planning and Environment Act 1987* ensure any subdivision process will be carried out in a fair and transparent manner with adequate opportunity for public engagement.

Resource and administrative costs

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

The amendment if approved will result in a future development plan application and planning permit application to provide for the subdivision and development of the land. It is not considered that these applications will have significant impact on the resource and administrative costs of the responsible authority.

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: Week beginning 4 November 2013
- panel hearing: Week beginning 2 December 2013

Where you may inspect this Amendment

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

Latrobe City Council
Corporate Headquarters
141 Commercial Road
Morwell VIC 3840

Latrobe City Council
Moe Service Centre
44 Albert Street
Moe Vic 3825

Latrobe City Council
Traralgon Service Centre
34-38 Kay Street
Traralgon VIC 3844

Latrobe City Council
Churchill Service Centre
9-11 Phillip Parade
Churchill Vic 3842

The amendment can also be inspected free of charge at the Department of Planning and Community Development website at www.dpcd.vic.gov.au/planning/publicinspection.



Planning and Environment Act 1987

Panel Report

Latrobe Planning Scheme
Amendment C82

31 March 2014



Planning and Environment Act 1987

Panel Report pursuant to Section 25 of the Act

Amendment C82 to the Latrobe Planning Scheme

A handwritten signature in black ink, appearing to read 'Trevor', with a long, sweeping horizontal line extending to the right.

Trevor McCullough, Chair

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Appendix B Post Exhibition Proposed Planning Scheme Zone Map

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List of Abbreviations

BMO	Bushfire Management Overlay
DPO	Development Plan Overlay
DTPLI	Department of Transport, Planning and Local Infrastructure
EPA	Environment Protection Authority
LCA	Land Capability Assessment
LDRZ	Low Density Residential Zone
LPPF	Local Planning Policy Framework
MAV	Municipal Association of Victoria
MSS	Municipal Strategic Statement
NVPP	Native Vegetation Precinct Plan
PSP	Precinct Structure Plan
RLZ	Rural Living Zone
SPPF	State Planning Policy Framework
TZ	Township Zone
VPP	Victoria Planning Provisions

Executive Summary

Summary

Amendment C82 to the Latrobe Planning Scheme applies to land generally contained within Areas 3 and 10 of the Tyers Structure Plan and proposes to:

- Rezone land from Farming Zone and Township Zone to Low Density Residential Zone (LDRZ) and Rural Living Zone Schedule 2 (RLZ2).
- Introduce and apply the Development Plan Overlay Schedule 8 (DPO8) Low Density and Rural Living Growth Areas to the land.
- Amend Clause 21.06 Small Towns by amending the Subclause 21.06-5 – Specific Small Town Strategies – Tyers and the Tyers Structure Plan.
- Update the Schedule to Clause 61.03 to insert new planning scheme maps into the Latrobe Planning Scheme.

The Amendment was exhibited from 25 July 2013 to 30 August 2013. A total of 14 written submissions were received in response to the exhibition of the Amendment.

Council was unable to resolve all issues raised in submissions and requested the Minister for Planning to appoint an independent panel to consider submissions and make recommendations in respect to the Amendment. The Panel consisted of Trevor McCullough (Chair). The Panel conducted Public Hearings in Traralgon on 21 February 2014.

The main issues raised by submitters were:

- Strategic justification for the Amendment;
- Support for the proposal on the basis that it will provide a more sustainable future for the town;
- Opposition on the basis that there is no demonstrated demand for additional housing;
- Concerns about stormwater drainage; and
- Concerns about the capability of the site to treat wastewater.

The Panel has considered all submissions and presentations made to it and concluded that, whilst there are legitimate concerns about the capability of the subject site to manage stormwater and on-site wastewater, the preliminary Land Capability Assessment completed by the Proponent is satisfactory for the site to be rezoned. This support is subject to more specific requirements for future work being set out in the proposed Development Plan Overlay Schedule. The Panel has also concluded that the Amendment is strategically justified and the proposed RLZ and LDRZ are appropriate subject to land capability being demonstrated in the Development Plan stage.

The Panel agrees that a more transparent process for the exhibition of the proposed Development Plan and consideration of submissions is appropriate and has recommended this in a revised Development Plan Overlay Schedule.

The Panel recommends the Amendment be adopted as exhibited subject to a number of changes to the Amendment documents.

Consolidated Recommendations

Based on the reasons set out in this Report, the Panel recommends that Amendment C82 to the Latrobe Planning Scheme should be adopted as exhibited, subject to the following changes:

- Include amendments to Clause 21.06 as proposed post-exhibition by Council to use the most recently adopted version of the Clause and correct references to the Tyers Structure Plan.
- Adopt the post-exhibition versions of the Zone Map and Tyers Structure Plan as tabled by Council and attached to this report as Appendices B and C.
- Amend the Development Plan Overlay Schedule 8 as shown in the Panel Preferred Version attached to this report as Appendix D.
-

1 Introduction

1.1 The Amendment

Amendment C82 to the Latrobe Planning Scheme (the Amendment) was prepared by the Latrobe Council (the Planning Authority) at the request of NBA Group on behalf of Yorksville Pty Ltd (the Proponent).

The Amendment applies to land generally contained within Areas 3 and 10 of the Tyers Structure Plan. The land affected by the Amendment is known as Lot 1 on PS 449977U, Tyers - Walhalla Road, Tyers (Certificate of Title Volume 10722 Folio 660) and Lot 1 on PS 424861F, Tyers -Walhalla Road, Tyers (Certificate of Title Volume 10555 Folio 127).

The Amendment proposes to:

- Rezone land from Farming Zone and Township Zone to Low Density Residential Zone (LDRZ) and Rural Living Zone Schedule 2 (RLZ2).
- Introduce and apply the Development Plan Overlay Schedule 8 (DPO8) Low Density and Rural Living Growth Areas to the land.
- Amend Clause 21.06 Small Towns by amending the Subclause 21.06-5 – Specific Small Town Strategies – Tyers and the Tyers Structure Plan.
- Update the Schedule to Clause 61.03 to insert new planning scheme maps into the Latrobe Planning Scheme.

1.2 Exhibition and Submissions

The Amendment was authorised by the Department of Transport, Planning and Local Infrastructure (DTPLI) under delegation from the Minister for Planning on 4 June 2013.

The Amendment was exhibited from 25 July 2013 to 30 August 2013.

The Council received 14 submissions, as listed in Appendix A.

At its meeting of 18 November 2013, Council resolved to refer the submissions to a Panel. As a result, a Panel to consider the Amendment was appointed under delegation from the Minister for Planning on 28 November 2013 and comprises Trevor McCullough (Chair).

1.3 Directions and Panel Hearing

A Directions Hearing was held on 18 December 2013. The Panel undertook an inspection of the subject site and surrounding area on 18 December 2013.

A Public Hearing was held in the offices of Latrobe City Council in Traralgon on 21 February 2014 to hear submissions in respect of the Amendment. The parties that made presentations to the Panel Hearing are listed in Table 1.

Table 1 Parties to the Panel Hearing

Submitter	Represented by
Latrobe City Council	Ms Leah Pollard and Mr Jason Pullman
NBA Group Pty Ltd	Mr Nick Anderson who called the following expert witnesses: - Mr Robert Van de Graaff on soil hydrology - Mr Chris Constantine on engineering
Ms Alexandra Sasse	Represented by Mr Mark Woodland of Echelon Planning who called the following expert evidence via video link: - Ms Rebecca Kelly of WSP Group on hydrology
Gippsland Water	Mr Andrew Sherman of Russell Kennedy Lawyers
Mr Neil Jones	-

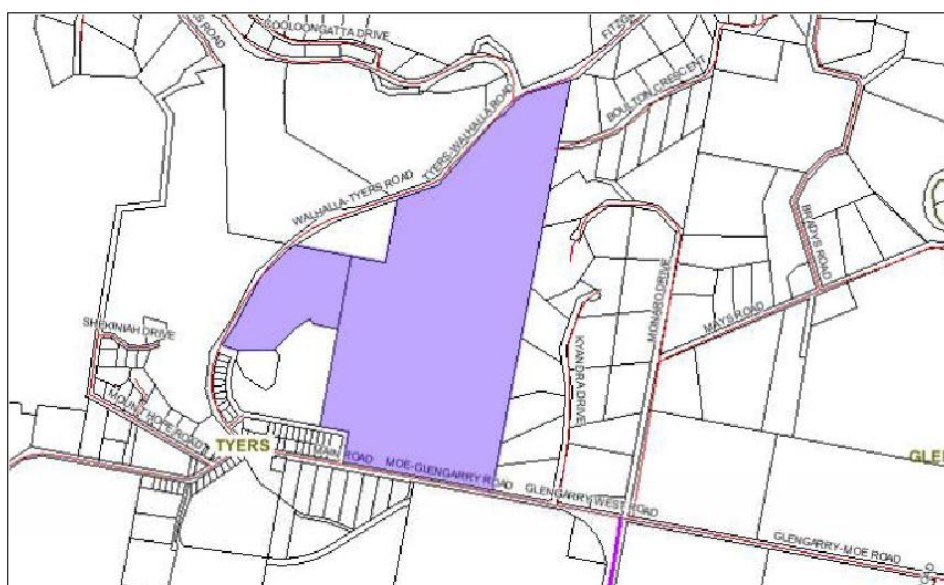
Following the Hearing on 21 February 2014, the Panel directed that each of the parties to the Hearing provide (without prejudice) their own preferred version of the wording of the proposed Development Plan Overlay Schedule. This was completed by 7 March 2014.

In reaching its conclusions and recommendations, the Panel has read and considered the submissions and a range of other material referred to it. This includes written submissions, evidence, verbal presentations and its own observations from site visits.

1.4 The Subject Site

The Amendment applies to the subject site shown in Figure 1. The subject site is located on the eastern edge of the Tyers township in Central Gippsland.

Figure 1 Subject site



1.5 Post-exhibition changes to the Amendment

In response to submissions, Council proposed a number of changes to the Amendment documents as detailed below. The Panel has based its assessment on the modified form of these Amendment documents.

Amendments to proposed Planning Scheme Zone Map

In response to one submission the proposed zone map has been amended to ensure that the proposed LDRZ lots are below the 110m contour and do not cross over the limits of reticulated water servicing.

The 110m contour was used to guide the logical boundary between the proposed LDRZ and RLZ as it is the nominal height at which reticulated water can be supplied to new allotments.

The proposed amended zone map is attached as Appendix B to this report.

Amendments to Clause 21.06 Small Towns and the Tyers Structure Plan

Amendment C74 to the Latrobe Planning Scheme, which made changes to the LPPF, was approved on 15 August 2013; after the exhibition of Amendment C82. The revised Clause 21.06 has now been substituted.

A number of errors were identified in the exhibited Clause 21.06-5 with the Area numbers corresponding to the Tyers Structure Plan and references to rural living; these have been amended.

The proposed Tyers Structure Plan has been amended to align with the amended zone map which identifies the low density and rural living within Areas 3 & 9. The township boundary has been extended further north to include all of the proposed LDRZ land.

The proposed amended Tyers Structure Plan is attached as Appendix C to this report.

Amendments to the proposed Development Plan Overlay Schedule 8

In response to a submission made by the Country Fire Authority, Section 3.0 has been amended to include 'Bushfire Risk' and Section 4.0 has also been amended to reference the *Planning for Bushfire Victoria Guidelines*.

Recommendations

The Panel recommends the following changes to the Amendment documents be adopted:

- Include amendments to Clause 21.06 as proposed post-exhibition by Council to use the most recently adopted version of the clause and correct references to the Tyers Structure Plan.
- Adopt the post-exhibition versions of the zone map and Tyers Structure Plan as tabled by Council and attached to this report as Appendices B and C.

The proposed changes to the DPO8 are incorporated in the Panel Preferred Version. See Chapter 9 and Appendix D.

2 Identification of Issues

2.1 Summary of issues raised in submissions

The key issues raised in the submissions of the various parties are briefly summarised as follows:

- Strategic justification for the Amendment;
- Support for supply of additional dwellings;
- Support for the proposal on the basis that it will provide a more sustainable future for the town;
- Opposition on the basis that there is no demonstrated demand for additional housing;
- Submissions on the future approach to reticulated sewerage in Tyers;
- Comments on the most appropriate zone and proposed zone boundaries;
- Concerns about stormwater drainage;
- Concerns about the capability of the site to treat wastewater;
- The planning process is flawed; and
- Comments on the proposed DPO Schedule.

2.2 Issues dealt with in this Report

This report deals with the issues under the following headings:

- Planning Context;
- Demand and Supply of Housing;
- Reticulated Wastewater in Tyers;
- The Most Appropriate Zones and Zone Boundaries;
- Land Capability;
- The Planning Process; and
- Proposed Development Plan Overlay Schedule 8.

3 Planning Context

This section of the report briefly sets out key elements of State Planning Policy Framework (SPPF), the Municipal Strategic Statement (MSS), Local Planning Policies, zones and overlays, and other provisions and strategies relevant to the Amendment.

Council provided a response to the Strategic Assessment Guidelines as part of the Explanatory Report and their submission to the Hearing.

3.1 Policy framework

(i) State Planning Policy Framework (SPPF)

Council submitted that the proposed amendment is considered to support the objectives of the State Planning Policy Framework by providing zone and overlay controls that will facilitate the efficient expansion of the Tyers Township for housing purposes.

Council submitted that the following clauses of the SPPF are relevant:

Consistent with *Clause 11 – Settlement* by providing land for settlement in an area that is provided with utility, urban and social services. The Tyers Structure Plan has designated the subject site as being suitable for future low density residential development. The utilisation of the subject site (a former blue gum plantation) has the potential to provide a higher order use of land for housing and will result in logical in-fill between the existing township area and the established rural living development to the north-east of the town.

Council acknowledged that Tyers does not currently have access to reticulated sewerage and as such the future development of the subject site via a Development Plan, will need to consider both stormwater treatment and domestic wastewater treatment and reuse. All new lots will need to be able to safely manage, treat and retain wastewater on site.

Consistent with *Clause 12 - Environmental and Landscape Values* by protecting and conserving areas with identified environmental and landscape values. The subject site has historically been utilised for blue gum plantations all of which have now been cleared. A Flora and Fauna and Net Gain Assessment were prepared for the subject site in preparing for the amendment application.

Consistent with *Clause 13 – Environmental Risk* by minimizing the risk to life, property, the natural environment and community infrastructure from wildfire. Whilst the blue gum plantation has been removed from the subject site the Bushfire Management Overlay (BMO) will remain in place due to wider bushfire risk presented to the area.

Consistent with *Clause 14 – Natural Resource Management* by protecting waterways and opportunities for exploration and extraction of natural resources. Two designated waterways were originally identified on the subject site; however following further consultation with the West Gippsland Catchment Management Authority (WGCMA), one of the waterways was identified as a mapping anomaly. After a thorough reassessment of the second waterway the WGCMA advised that given the small

catchment and the lack of a natural channel they had determined that the second designated waterway was also invalid as the overland flow path did not meet the definition of a waterway under section 3 of the *Water Act 1989*.

Consistent with *Clause 15 - Built Environment and Heritage* as the subject site is well located to utilise existing infrastructure and community facilities resulting in a more sustainable and integrated Tyers community. The proposed application of the Development Plan Overlay will ensure that good urban design outcomes are achieved on the subject site in consultation with the community.

Consistent with *Clause 16 - Housing* as the rezoning will consolidate the existing rural residential areas within the Tyers Township and is in accordance with strategies which recognise both existing housing supply need in an appropriate location. It is envisaged that future subdivisions can occur with a variety of lot sizes and shapes each provided with sufficient area to satisfy the domestic waste water requirements.

Consistent with *Clause 19 – Infrastructure* as services have been considered as part of the proposal and electricity and telecommunications are available to the subject site and reticulated water is available to a portion of the subject site (below the 110m contour line in the proposed LDRZ area). Reticulated sewerage is not available and as such a Land Capability Assessment is required for the site. Future allotments will be required to be large enough to enable the treatment and retention of effluent on site. The proposed application of the Development Plan Overlay also requires the development of a wastewater management plan and integrated stormwater management plan be prepared for the subject site.

(ii) Local Planning Policy Framework

Council submitted that the proposed amendment is considered to support the objectives of the Local Planning Policy Framework by providing zone and overlay controls that will facilitate the efficient expansion of the Tyers Township for housing purposes.

Municipal Strategic Statement

Council submitted that the Amendment supports the following local planning objectives:

Clause 21.03 – Natural Environment Sustainability by seeking to maintain and improve the ecological integrity of natural and artificial systems such as agriculture, forestry and urban areas by avoiding development in areas with high biodiversity, agriculture and forestry values.

Clause 21.04 – Built Environment Sustainability by seeking to minimise conflict between agricultural activities and rural lifestyle by rezoning the land into Low Density Residential Zone and Rural Living Zone. These zones will provide an appropriate interface between farming zone land and new housing.

Clause 21.06 – Small Towns by seeking to facilitate development in accordance with the specified small town structure plan. The Tyers Structure Plan is included in Clause 21.06-8. The Amendment proposes changes to the Tyers Structure Plan consistent with the proposed development of the subject site.

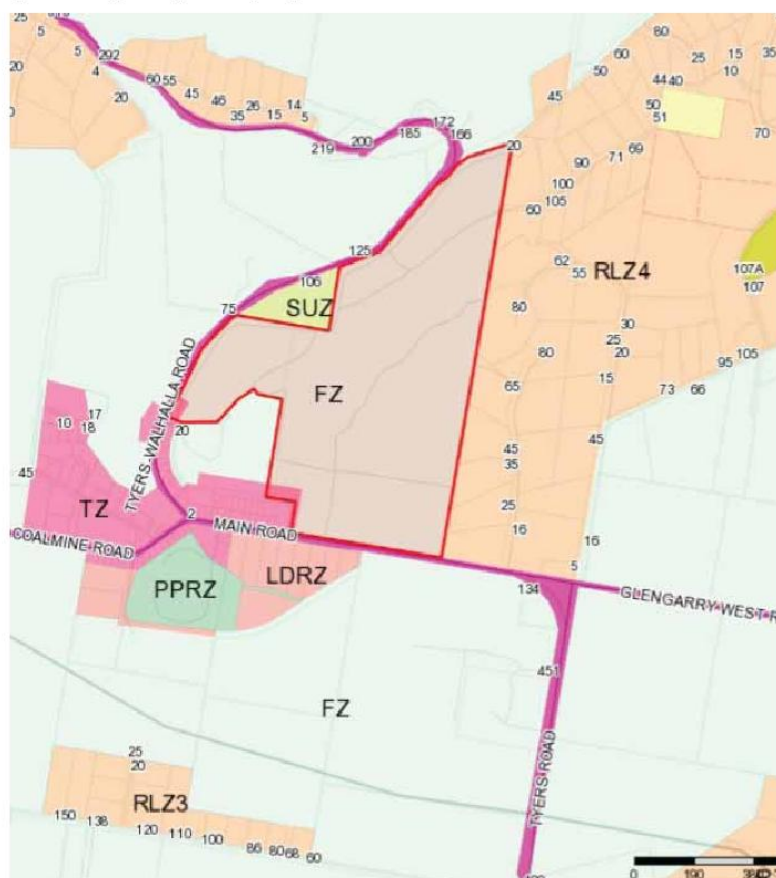
Clause 21.08 – Liveability by rezoning land for low density and rural living within close proximity to the Tyers Township.

3.2 Planning Scheme provisions

(i) Zones

The Tyers town centre is currently zoned Township Zone (TZ). The Residential 1 Zone does not apply to any land within the town. There are two small pockets of Low Density Residential Zone areas to the south east and south west of the town centre. Further south of the town centre there are some Rural Living Zone Schedule 3 areas. Further north east and north west of the township there are Rural Living Zone Schedule 4 areas. An extensive area of land surrounding Tyers is zoned Farming Zone. The Rural Living Zones – Schedules 3 & 4 allow for lot sizes of approximately two to four hectares respectively. There is limited potential for further subdivision and development of existing zoned Township, Low Density Residential and Rural Living land in the absence of reticulated sewerage.

Figure 2 Tyers existing zoning showing subject site



The subject site is currently in the Farming Zone and Township Zone (small area in the south west corner of the site).

The Amendment proposes to rezone the subject site to the Low Density Residential Zone (LDRZ) and the Rural Living Zone (RLZ) Schedule 2.

The purposes of the LDRZ are:

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.

The purposes of the RLZ are:

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To provide for residential use in a rural environment.

To provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses.

To protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.

To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.

Schedule 2 to the RLZ specifies the minimum subdivision area as one hectare and the minimum area for which no permit is required to use land for a dwelling as one hectare.

(ii) Overlays

The following Planning Scheme overlays apply to the subject site:

Bushfire Management Overlay (BMO)

The BMO applies to the entire subject site and is not affected by this Amendment.

Development Plan Overlay

The Amendment seeks to introduce Schedule 8 to the Development Plan Overlay (DPO) to the subject site which requires a Development Plan to be prepared to the satisfaction of the Responsible Authority.

The Development Plan must include, amongst other things, details about the following matters:

- The proposed subdivision layout;
- The proposed plan for introducing infrastructure services;
- A Land Capability Assessment;
- A Wastewater Management plan;
- Details of proposed open space;
- A flora and fauna assessment;

- A cultural heritage assessment; and
- Details of bushfire protection measures.

3.3 Other planning strategies

Latrobe City Council Residential and Rural Residential Land Assessment 2009

Council submitted that the *Latrobe City Council Residential and Rural Residential Land Assessment 2009* provides an analysis of the demand and supply of residential and rural residential land across the municipality.

This study analysed existing supply and demand for residential and rural residential land, including low density residential, rural living and farming allotments under five hectares, within four main towns and seven small towns, including Tyers. The *Latrobe City Council Residential and Rural Residential Land Assessment 2009* is listed as a Reference Document within Clause 21.04 – Built Environment Sustainability, 21.05 – Main Towns and 21.06 – Small Towns of the Latrobe Planning Scheme.

In addition, the study examined the precincts and settlement relationships between the small townships and the main towns.

The issue of supply and demand for residential lots is discussed in Chapter 4.

Small Town Structure Plans: Boolarra, Glengarry and Tyers Background Report 2010

The *Latrobe City Council Residential and Rural Residential Land Assessment 2009* provided input into the preparation of the *Small Town Structure Plans: Boolarra, Glengarry and Tyers Background Report 2010* and accompanying Latrobe Planning Scheme Structure Plans. The Background Report and Structure Plans provided the necessary direction to inform strategic land use objectives and strategies for the three small townships, including Tyers, until 2023.

The *Small Town Structure Plans Background Report 2010* outlines the process and assessments which took place to inform the preparation of structure plans for the three townships. Chapter 7 of that Report provides a summary of the preparation and implementation of the Tyers structure plan.

The *Small Town Structure Plans Background Report 2010* is listed as a Reference Document within Clause 21.06 – Small Towns of the Latrobe Planning Scheme.

Draft Traralgon Growth Areas Review Project (TGAR)

One of the main purposes of the Traralgon Growth Areas (TGAR) project is to prepare a Growth Area Framework for Traralgon and surrounding areas including Glengarry and Tyers.

Several directions in relation to residential land were recommended for Tyers including:

Support ongoing growth and development of Tyers as a lower density / rural lifestyle village which provides lower density lifestyle opportunities to those available within Traralgon and Glengarry.

Consider the development of additional areas of Rural Living ('low density') opportunities to the south of Tyers (area 20) where 'long term urban' expansion

is proposed in the small town structure plan. The suitability of this type of development will need to be associated with additional consultation with the paper mill given the development would occur within the buffer area for this use and may not be suitable.

3.4 Planning Practice and Advisory Notes

The following Practice and Advisory Notes are relevant to the Amendment:

(i) Applying the Incorporated Plan and Development Plan Overlays – Practice Note 23

In relation to this Amendment, the practice note provides guidance for preparing a schedule to the DPO.

(ii) Rural Residential Development – Practice Note 37

This practice note provides guidance for assessing proposals for rural residential use and development. Of particular relevance to this Amendment, the Practice Note provides guidance on the application of the LDRZ and RLZ.

The Practice note states that rural residential development requires special consideration and sets out four broad questions that should be asked in relation to proposed development. The response to these strategic questions is discussed in Chapters 4 and 7 of this report.

(iii) Strategic Assessment Guidelines – Practice Note 46

The practice note provides general guidelines for preparing and evaluating planning scheme amendments.

3.5 Strategic Assessment

The Panel concludes that the Amendment is broadly supported by, and implements, the relevant sections of the State and Local Planning Policy Framework and is strategically supported subject to the further discussion of issues in the following Chapters.

4 Demand and Supply of Housing

4.1 The issues

The Panel has examined whether there is a demonstrated future need for additional RLZ and LDRZ lots in Tyers, and how this impacts on whether the Amendment should be supported.

The Panel is guided by the four questions set out in Planning Practice Note 37:

Strategy: *Does rural residential development align with the overall strategic planning of the municipality?*

Housing need: *How much rural residential development is required to provide appropriate housing diversity and choice to meet housing needs?*

Location: *Where should new rural residential development take place?*

Subdivision and design: *Is the new rural residential development subdivided and designed in an attractive setting offering high amenity and efficient infrastructure?*

4.2 Submissions

Council submitted that there are a number of constraints within the Tyers Township which limit future infill development and therefore restrict supply. Additionally, there is limited supply of LDRZ land available within Latrobe City.

Council further submitted that recent subdivision within Latrobe City has occurred within the Residential 1 Zone (averaging 11 lots per ha). Currently no other development proposal incorporates the LDRZ or the RLZ. Council submitted that Tyers has the opportunity to offer greater diversity of housing choice in Latrobe City and that the supply of additional land will assist in housing affordability and ensuring that there are a range of options for people wishing to purchase LDRZ and RLZ lots within the municipality.

The *Residential and Rural Residential Land Assessment 2009* states, in relation to Tyers:

Under the high growth scenario, forecasts show a requirement for approximately an additional 9 ha of LDRZ by 2023 and an estimated 0.5 ha of TZ land (assuming a density of 8 lots per hectare can be achieved).

Council noted that 8 lots per hectare (1250m² average lot size) is not going to be achieved in Tyers without reticulated sewerage. A minimum of 4000m² is required to facilitate an on-site septic tank system.

Council submitted that in regards to RLZ land, the land assessment indicated that there is an adequate supply of RLZ land in Tyers to meet forecast requirements over the next 15 years; however, the development and/or re-subdivision of existing lots may not be achievable due to constraints such as wastewater, Bushfire Management Overlay and native vegetation.

Council envisaged that the future Development Plan for the subject site will propose a more conservative lot density be implemented to that nominated within the *Residential and Rural Residential Land Assessment, 2009*.

Council was not concerned about oversupply, as the development of the subject site is likely to be undertaken in stages over a number of years.

Council noted, in its submission to the Hearing:

Limited residential sales activity has occurred in Tyers in recent years, with only 21 residential property sales occurring between 2008 and 2013 with the median house price being \$261,300 (Property Data Solutions Pty Ltd 2014). There have been 14 vacant land sales between 2008 and 2013 with the median sale price being \$136,166. The limited supply of available land for residential development is a likely contributing factor to this minimal activity.

The Small Towns Structure Plan, Boolarra, Glengarry and Tyers – Background Report 2010 states that:

- *Recent land subdivision and development trends show that Tyers is growing slowly. However, the current and recent demand for residential land has been constrained by limited supply.*
- *The township, which attracts many residents due to its rural feel, is located approximately a ten to fifteen minute drive to Morwell and Traralgon. Many residents commute to Traralgon and Morwell for work, shopping and recreation.*

In response to the growing population demands for accommodation in the municipality the Latrobe City Council Residential and Rural Residential Land Supply Assessment 2009 states that the:

- *Tyers precinct will accommodate approximately 1% of residential dwelling demand forecast for Traralgon Statistical Local Area (SLA).*

Due to the limited supply of residential land in Tyers, the Small Towns Structure Plan, Boolarra, Glengarry and Tyers – Background Report 2010 recommended that:

- *Appropriate locations for Low Density Residential areas should be identified to provide for the immediate shortage of LDRZ allotments and improve housing variety and choice. Additional land suitable for Low Density Residential should also be protected for longer term planning purposes.*
- *Under a high growth scenario, there is currently 9 years supply of TZ land available with a forecast dwelling demand of 10 to the year 2023 Considering no additional TZ has been identified, it is recommended that dwelling demand for TZ (10 allotments) be directed to LDRZ. Approximately 18 hectares of land is therefore recommended for future low density residential development.*
- *New LDRZ would achieve a density of 2 lots per hectare and account for 40% of dwelling demand in Tyers. Under a high growth scenario this equates to 20 LDRZ dwellings to the year 2023. Under a high growth scenario, there is currently 1.5 years supply of LDRZ land available.*
- *RLZ would account for 40% of dwelling demand in Tyers. Under a high growth scenario this equates to 20 RLZ dwellings to the year 2023.*

Under a high growth scenario, there is currently 14.3 years supply of total vacant lot potential of RLZ available. This includes a combination of RLZ3 and RLZ4.

In summary, the Small Towns Structure Plan, Boolarra, Glengarry and Tyers – Background Report 2010 recommends that an additional 30 dwellings within the LDRZ will be required up to the year 2023.

The Proponent relied on the justification provided for releasing new land for development in Tyers within the *Tyers Supply and Demand Assessment Report 2013* prepared for NBA Group by MacroPlan Dimasi. That Report concluded that Tyers needs to be considered in the context of its proximity to Traralgon and the projections for residential demand in the broader Latrobe municipality:

MacroPlan Dimasi has identified the need to support growth in fringe townships to Traralgon in order to provide a 'release valve' mechanism that benefits the broader Latrobe region. Tyers provides a strong opportunity to service this requirement because it is an alternative, yet complimentary market to Traralgon, with strong links to the local employment. The procurement of additional supply in Tyers would aid in transferring demand and relieving future housing requirement pressures.¹

The MacroPlan Dimasi Report projects that 6,095 additional dwellings would be required in Latrobe between 2011 and 2026 in a medium growth scenario and 8,895 in a high growth scenario. The Report concludes that the distribution of supply is not optimal, resulting in a likely shortage of supply in Traralgon, 'significantly under the proposed 15 year target for the Latrobe LGA', and also noting that:

Due to significant supply constraints relating to planning restrictions, flood plains, mining and infrastructure projects, growth in Traralgon may be restricted in the medium to long term.

The challenge ahead is to investigate peripheral townships that may provide a demand release mechanism and allow for a level of demand transference. The Tyers Township provides an opportunity to play a role in this process because of its proximity to employment, access to Traralgon's amenity. This would be enhanced by the provision of infrastructure such as sewerage.

In order to induce demand within the Tyers Township and capture a growing proportion of the Latrobe LGA's future demand, it is recommended that consideration should be given to the provision of larger premium lots, which aren't as prevalent in the LGA.²

Mr Anderson, on behalf of the Proponent, noted that the staging of development will ensure that the release of land does not flood the market.

A number of submissions from local residents, including Ms Ketchion, Ms Symons, Ms Godfrey, Mr Henry, Mr Jones and Mr Hodgson generally supported the development of the

¹ MacroPlan Dimasi – Tyers Supply and Demand Assessment 2013, Page 2.

² Ibid, Page 14.

subject site on the basis that an increased population would add to the longer term sustainability of businesses, sporting clubs and services in the town.

Mr Woodland, on behalf of Ms Sasse (Submission 8), submitted that the *Latrobe City Council Residential and Rural Residential Land Assessment 2009* concluded that, under a high growth scenario, Tyers will grow by a maximum of 50 new dwellings over the period 2008 to 2023 (or 3.3 dwellings per annum). He noted that the Report broke this down further as follows:

- Less than 1 lot per annum for land in the TZ;
- Around 1 lot per annum for the land in the LDRZ; and
- Around 1 lot per annum for land the RLZ.

He also noted that the Report concluded that there was adequate supply of RLZ in Tyers to 2023, and that around 9ha of LDRZ land would be required to meet demand over the same period. Mr Woodland submitted that there is sufficient LDRZ land identified in the existing Tyers Structure Plan to meet at least 15 years supply, and submitted that the approximately 25ha of LDRZ land proposed on the subject site is well in excess of that required to meet future demand. Mr Woodland concluded that the case for amending the Tyers Structure Plan has not been made; the Structure Plan should continue to show it as 'Future Long Term Low Density Residential'; and the subject site should remain in the Farming Zone.

4.3 Discussion

The Panel notes that one of the strategies in Clause 11.02-1 Supply of Urban land states:

Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.

The Panel believes that this supports the approach taken by MacroPlan Dimasi to examine the broader role of Tyers in providing for residential land supply in Latrobe. The Panel accepts that Tyers may provide a market niche for some of the demand from the Traralgon area. The Panel notes the comments of both Council and the MacroPlan Dimasi Report that residential development in Tyers is limited, most notably by the lack of reticulated sewerage. In short, if reticulated sewerage was provided in Tyers, the number of lots able to be developed would increase significantly, both through infill development and higher yield on new subdivision such as the subject site.

The Panel notes that, whilst the MacroPlan Dimasi Report concludes that there may be a market for larger lots in Tyers, the Report does not provide an updated estimate of the quantity of that demand. Based on the estimates provided on likely demand in the *Latrobe City Council Residential and Rural Residential Land Assessment 2009*, the Panel agrees with the assertion of Mr Woodland that, if the site is developed as LDRZ and RLZ, the proposed development could potentially create an oversupply of LDRZ, and possibly RLZ as well, in Tyers in the short to medium term. The Panel notes the conclusions of the *Small Towns Structure Plan, Boolarra, Glengarry and Tyers – Background Report 2010* that this may be mitigated by some transfer of demand for Township Zone land to LDRZ if additional LDRZ lots were supplied.

The Panel is satisfied that satisfactory answers have been provided to the first three questions set out in Planning Practice Note 37 (in relation to Strategy; Housing need; and Location) in the work referred to by the Council and the Proponent.

The Panel has also considered the consequences if residential land is oversupplied in Tyers:

- Would any oversupply of residential land be contrary to State and/or local policy?; and
- Is it likely to lead to a poor planning outcome?

On the first question, the Panel believes that whilst it may be arguable that the proposed development provides well in excess of 15 years supply of LDRZ land in Tyers, there is nothing in the State or local policy that prevents or even discourages this. It could also be argued that provision of the proposed number of lots assists in achieving overall land supply objectives for the municipality; and, by identifying land for development (by rezoning) the second part of the strategy in Clause 11.02-1 is complied with i.e. clear direction is provided on where growth should occur. The Panel concludes that the potential local oversupply is, in itself, not a barrier to endorsing a proposal. The Panel would add, however, that this is only the case if other potential barriers can be overcome.

In examining other potential barriers the Panel notes that:

- The proposed development is not expected to create any traffic or parking issues;
- No significant issues arise in relation to managing bushfire risk or impact on native vegetation; and
- No submitters raised concerns about the impact of the development on local services and facilities. In fact the reverse was argued i.e. that the viability of businesses, schools and sporting clubs would improve with increase population.

The main concerns raised by submitters relate to the impact of development on stormwater drainage and wastewater management. The Panel concludes that, provided that these issues can be appropriately managed, there are no significant barriers to the Amendment progressing. Stormwater drainage and wastewater management are examined in more detail in the following chapters in the context of the fourth question provided by Planning Practice Note 37 in relation to subdivision and design.

4.4 Conclusions

The Panel concludes that:

- The proposed Amendment may result in a short to medium oversupply of LDRZ and RLZ land in Tyers, but this is not counter to State policy.
- There are not expected to be adverse traffic impacts resulting from the proposed development, and the impact on local businesses and services is most likely to be positive.
- There are no significant barriers to the Amendment provided that stormwater drainage and wastewater can be appropriately managed.

5 Reticulated Wastewater in Tyers

5.1 The issues

One of the key issues for how future residential development proceeds in Tyers is when and if reticulated wastewater is provided.

The Panel was provided with information on the likely timing of reticulated wastewater and has reviewed the relevance to this proposed Amendment.

5.2 Submissions

Mr Sherman, on behalf of Gippsland Water, advised the Panel that reticulated sewerage in Tyers is not part of the Gippsland Water *Water Plan (2013 to 2018)*. He clarified that Gippsland Water does not oppose sewerage for Tyers, but that it is not currently planned to allocate capital funds to any project before 2018.

Mr Sherman added that if the Panel supports the rezoning:

It should do so only if satisfied that sewerage can be provided through on-site disposal; and

On the basis that ...there should not be an expectation on the part of landowners or developers that reticulated sewerage will be available at some stage in the immediate future.

He added:

It is important that if the rezoning proceeds then septic tank systems installed perform appropriately so as not to add to existing problems in Tyers.

Mr Sherman outlined the various alternative funding options for sewerage schemes, including owner funding and small town sewerage schemes, but concluded that any feasible sewerage solution for Tyers would require a substantial government funding contribution. He therefore concluded that the Panel should base its assessment of the subject site on the assumption that on site disposal will work.

Council submitted that earlier feasibility studies recommended a stand alone wastewater treatment system for Tyers, and the Council continues to work with Gippsland Water to explore potential funding options. Council confirmed that no solution is currently on the horizon, and that the subject site should be developed on the assumption that reticulated sewerage will not be implanted in the short to medium term.

Mr Jones submitted that the subject site provided an opportunity to add more lots to a sewerage scheme and hence improve the viability of any scheme (by spreading costs). He proposed that the lower part of the subject site be zoned Township Zone and smaller lots be provided to assist in achieving a 'critical mass' to make a sewerage scheme viable.

Mr Woodland noted that Latrobe City Council adopted a *Municipal Domestic Wastewater Management Plan 2006* and that the Plan identifies Tyers as a high risk locality, and the highest priority for dealing with wastewater management. Mr Woodland also noted that there are no current plans by Gippsland Water to provide reticulated sewerage to Tyers.

5.3 Discussion

The provision of reticulated sewerage would enable higher density development options for the subject site and would also encourage the infill of vacant land within the town. The Panel notes that Gippsland Water and Council are both supportive of finding a way to implement reticulated sewerage in Tyers in the future. The Panel notes, however, the Gippsland Water and Council advice that reticulated sewerage in Tyers is not proposed in the foreseeable future.

The Panel agrees that the subject site should therefore be planned on the assumption that wastewater must be treated on site.

5.4 Conclusions

The Panel concludes that:

- The Amendment should be assessed on the assumption that wastewater is to be treated on site.

6 The Most Appropriate Zones and Zone Boundaries

6.1 The issues

The Panel has examined submissions made in relation to the most appropriate zone/s to apply to the subject site and the location of zone boundaries.

6.2 Background

Planning Practice Note 37 – Rural Residential Development provides guidance to the application of rural residential zones as follows:

LDRZ is a 'residential' zone. It specifies a lot size of at least 0.4 ha in areas where reticulated sewerage is not connected or 0.2ha for each lot connected to reticulated sewerage. A different lot size can be specified in a zone.

RLZ is a 'rural' zone. It specifies a lot size of at least 2 ha and provides opportunities for some rural uses to occur. A different lot size can be specified in a zone.

The purpose of the LDRZ is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.*

The purpose of the RLZ is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To provide for residential use in a rural environment.*
- *To provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses.*
- *To protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.*
- *To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.*

6.3 Evidence and submissions

Council submitted that the Amendment proposes to rezone Areas 3, 6 and a portion of Area 10 as identified within the Tyers Structure Plan to LDRZ. The remainder of Area 10 is proposed to be rezoned to RLZ Schedule 2. Schedule 2 specifies a minimum lot size of 1ha.

Council submitted that the LDRZ is proposed to be applied to all land below the 110m elevation contour and is considered appropriate given the presence of reticulated water and electricity and the absence of reticulated sewerage. Applying the LDRZ to this area of the subject site ensures the creation of lots no less than 0.4 hectares in size. Council submitted

that the application of the LDRZ is also in accordance with the recommendations of the Tyers Structure Plan.

The remainder of Area 10, above the 110m contour, is proposed to be rezoned to RLZ Schedule 2 due to the steep topography of this section of the subject site and in the absence of both reticulated water and sewerage. Lots created on this steeper section will need to be larger in size to ensure all wastewater is safely managed, treated and retained on site. Applying the RLZ Schedule 2 to this area of the subject site ensures the creation of lots no less than 1ha in size. Council submitted that the application of the RLZ is also generally in accordance with the recommendations of the Tyers Structure Plan.

Council submitted that the proposed boundary between the two zones has had regard to the area able to be serviced with reticulated water, as well as the elevation contours of the land and the unusual shape of the site and therefore submitted that the boundary between the two proposed zones provides the most efficient use of the land.

The Proponent agreed that the LDRZ is the most appropriate zone for land below the 110m contour as reticulated water and electricity is available for that land, but reticulated sewerage is not.

The Proponent, in their planning proposal to the Council, referred to the subdivision application requirements in the LDRZ which require, in the absence of reticulated sewerage, a land assessment which demonstrates that each lot is capable of treating and retaining all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the *Environment Protection Act 1970*.

The Proponent has commissioned a Land Capability Assessment and submits that this demonstrates that lot sizes of 0.4ha are large enough to treat and retain wastewater. The adequacy of the Land Capability Assessment was contested by Ms Sasse and this is discussed in more detail in the following Chapter.

The Proponent submitted that the RLZ is proposed in the upper reaches of the site where the land is steeper and future lots are not able to be serviced by reticulated water. They submitted that future dwellings will be able to be connected to electricity, will be accessible by all weather roads, are large enough to accommodate potable water supplies and retain wastewater runoff.

Mr Jones agreed with the RLZ on the upper part of the site (above 110m) but submitted that the land below the 72m contour should be rezoned to Township Zone (with average lot sizes around 1600m²) and not developed until reticulated sewerage is provided. He argued that this would be a more efficient use of the land and would make a future reticulated sewerage scheme more viable.

Mr Woodland, on behalf of Ms Sasse, submitted that the strategic case for amending the Tyers Structure Plan has not been made and concludes the land should remain in the Farming Zone. The Panel has not accepted this argument as discussed in Chapter 4 above.

Mr Woodland further submitted that it has not been adequately demonstrated that drainage and wastewater can be appropriately managed on the site under either the LDRZ or RLZ and for this reason the Amendment should be abandoned. These issues are discussed in the following Chapter – Land Capability.

6.4 Discussion

The Panel accepts that the LDRZ and RLZ are the most appropriate zones for the subject site, provided that it can be demonstrated that drainage issues can be managed and the land is capable of on site wastewater treatment and retention. The Panel accepts that the purpose of these zones best fits the proposed development and that, subject to the same qualification, the application of these zones meets the general requirements of Planning Practice Note 37.

The Panel also accepts the logic of the boundary between the zones being located approximately on the 110m contour.

The Panel agrees with Mr Jones that if reticulated sewerage could be provided, the Township Zone may well be a more appropriate zone for part of the site. The Panel notes that if in the future reticulated sewerage is provided, LDRZ lots may be able to be further subdivided (to a minimum of 2000m²) to achieve a similar long term outcome. Whether this is achievable in practice will depend on how many of the LDRZ lots are developed in the meantime and how dwellings are positioned on those lots. However, the Panel must, for the reasons set out in Chapter 5, consider the subject site on the basis that reticulated sewerage will not be provided, so in this context other zones cannot be contemplated.

6.5 Conclusions

The Panel concludes that:

- The LDRZ and RLZ are appropriate zones for the subject site subject to a land assessment demonstrating that each lot is capable of treating and retaining all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the *Environment Protection Act 1970*.

7 Land Capability

7.1 The issues

The capability of the land to support on-site waste management is the key issue given the advice from Gippsland Water that reticulated sewerage is not likely in the foreseeable future and the subsequent requirement for sewerage to be treated and retained within all lots in the proposed development.

The Issues for the Panel to address in relation to land capability are as follows:

- What is the appropriate standard to demonstrate land capability at the planning scheme amendment stage and has that standard been met for this proposal?
- What are the risks of proceeding with rezoning if the land capability is uncertain?
- If the site is rezoned as proposed, what planning controls ought to be applied to ensure that future development of the site appropriately considers land capability?

Mr Woodland has also raised issues in relation to drainage of the site which are examined in this Chapter.

7.2 Evidence and submissions

Wastewater management

Council noted that due to the absence of reticulated sewerage, a Land Capability Assessment (LCA) was prepared by the Proponent for the subject site. The Development Plan prepared to inform the LCA was a conceptual layout to provide an estimate of a 'highest and best' lot yield. The LCA's objective was to determine whether onsite methods of domestic wastewater management were feasible on the subject land, not to determine each lot's individual capability. Having specific regard to the previous LCAs undertaken for the site, the results concluded that the subject site is capable of containing dwellings that can treat and disperse wastewater on lots that are approximately 0.5 hectare or larger within the proposed LDRZ and at sites that are approximately 1 hectare or larger within the proposed RLZ. It was recommended that areas of at least 2000m² should be set aside for effluent disposal fields (based on a 5 bedroom house), due to constraints such as low subsoil permeability and elevated soil sodicity.

Council acknowledged the past failure of some septic tanks systems in the Tyers area, noting that these have generally occurred on the existing small township lots which average 800sqm in size.

Mr Anderson submitted that LCAs were commissioned for the site by the landowners as part of their initial investigations as to the suitability of the site for development. The first LCA was completed by Ecological Solutions Today in 2006, with a further report prepared by Land Safe in 2008. Further high level reviews have been undertaken by Land Safe in October 2011 and January 2014. The Proponent provided the following summary of the findings of these reports:

The land has the capability to provide onsite effluent disposal for low density residential use. Low Density allotments can be provided with necessary effluent treatment and field dispersion areas, incorporating appropriate design measures to ensure all domestic wastewater is contained on site;

The amount of wastewater generated from dwellings would determine the area of land required for effluent disposal or reuse;

It is important that water saving strategies be incorporated in residential development. Effluent outputs from dwellings should be minimised by homeowners employing water saving fixtures and devices;

Drainage systems for residential development in this area should be professionally designed as an integrated system, having regard to the location of required effluent fields to ensure a considered, comprehensive approach; and

The design and construction of any effluent dispersion and reuse on the subject land will be subject to further processes and to the satisfaction of Council's Environmental Health Department and the Environment Protection Authority.

Mr Anderson added that it is expected that further work may be required at the subdivision stage to inform lot boundaries; however the reports have indicated that the land is capable of treating and retaining all wastewater within lot boundaries, subject to a range of measures.

It was noted during the Hearing that the LCAs completed to date do not review the capability of individual lots for on-site sewerage treatment, but that the LCA required to be submitted under the DPO will require capability to be assessed for each individual lot.

It is the position of the Proponent that the land capability work done to date should be sufficient to approve rezoning.

Mr Anderson called Mr Van de Graaff who gave expert evidence in relation to the capability of the subject site to treat wastewater on-site. He outlined the theoretical basis for assessing the capability of soils and concludes with some cautionary words suggesting Council take a conservative approach in assessing the site.

Mr Van de Graaff adopted the conclusions and recommendations of the revised report *Land Capability Assessment for On-site Domestic Wastewater Management as a 95 lot Proposed Subdivision at Tyers January 2014* prepared by Land Safe.

The Panel has extracted relevant conclusions and statements from the Report's Executive Summary and Conclusions:

This report has been prepared as a complete review of the Land Capability Assessment Report conducted by Land Safe in September 2008 and subsequently modified in the light of comments by the Shire, EPA and others. The review is based on the current proposal for a 87-lot subdivision and the detailed information on stormwater drainage that has become available. The Land Safe - Tyers LCA (2008) has also been updated to reflect the most recent EPA Guidelines for Onsite Wastewater Management which were last updated in late 2013. All

text in this report that has been inset is the original text from the last revision of 2011.

This review has been brought into accordance with the 2013 EPA Code of Practice (EPA Publ. 891.3, 2013) and the 2012 Australian Standard (AS/NZS 1547:2012).

The basic objective of the original land capability assessment was to determine whether onsite methods of domestic wastewater management are feasible on the subject land. The objective was not to determine that each lot of the large number of lots required an identical design and identical sizing of the land application area (LAA). The original LCA is based on only four backhoe pits for logging the soil types on the property and only three determinations of soil permeability. Only five soil samples, representing just three backhoe pits, have been sent to a laboratory for chemical analysis. This was considered adequate to conclude that allotments varying in size from 4000 m² and upwards to just over 1 hectare would generally be able to contain the wastewater of a 4-bedroom or 5-bedroom home. This finding has been the basis for a rezoning of the property.

We have found that due to the low permeability of the native soils and the coincidence of higher monthly rainfall with low evaporation the areas of land required for effluent disposal are quite large.

The subsoils on this property have high sodicity and also have a high risk of dispersion. These soil limitations can be reduced with the application of gypsum. Gypsum must be applied to each wastewater LAA at a rate of 1 kg/m².

Upslope seepage entering each wastewater LAA can be prevented with the installation of upslope diversion drains around each LAA. These will prevent excess water surface run-on and seepage from impacting upon the LAA.

Apart from these limitations, the land can be developed for rural residential land use and on-site effluent disposal.

Given the constraints imposed on this property for onsite wastewater management it is recommended that a significant additional area of land be allowed for to enable the LAA to be extended by 30%. This is not an EPA requirement with secondary treated wastewater and subsurface irrigation, but it is considered necessary given the low permeability of the subsoil, sodicity and soil disturbance from tree clearing.

We believe that the land is capable of coping with the domestic effluent when our recommendations are accepted and acted upon. However, at the time that each lot is proposed to be built upon, a separate LCA must be conducted on that lot to determine the most appropriate size and design of the wastewater management system.

Our overall conclusion is that the subject land is capable of containing dwellings that can appropriately treat and disperse wastewater at sites that are 0.5 hectare or larger within the area proposed as LDRZ and at sites 1 hectare or larger within the area proposed as RLZ. At the Development Plan and/or subdivision stage requirements to ensure the appropriate establishment and on-

going maintenance of wastewater treatment systems should be imposed such that these measures address issues raised within the LCA Report.

Under cross examination, Mr Van de Graaff clarified the extent of testing done to prepare the LCAs done to date. He emphasised that, in his opinion, the level of testing was limited, but appropriate to assess general conditions at the rezoning stage. He gave evidence that substantial additional testing would be required to assess sites for septic tanks at the subdivision stage.

Under cross examination by Mr Woodland, Mr Van de Graaff clarified the conclusion in the January 2014 Report that seems to suggest 0.5ha (5000m²) is required as a minimum in LDRZ parts of the site. He gave evidence that a land application area (LAA) of 2000m² should be sufficient on each site i.e. the area required to treat and disperse waste water. He concluded that septic systems would be viable on sites as small as 4000m² in many cases, but that there could be a higher level of confidence that 5000m² lots on this site could comfortably accommodate septic systems.

Under cross examination, Mr Van de Graaff acknowledged that the auger test data referred to in the report was of little or no value but he did maintain that the four test pits that were used provided sufficient information to assess the site at this stage of the process. Mr Van de Graaff acknowledged that the site did at some times become waterlogged and he also acknowledged that little was known about the clay layer on the site.

Mr Van de Graaff agreed with Mr Woodland that the site corresponded with the MAV Guidelines description of a 'major risk' site. He gave evidence that this risk had been factored in by allowing a 30% increase in the LAA. Mr Van de Graaff acknowledged that the site is problematic given the existence of clay soils and variable sodicity. He maintained, however, that this doesn't mean septic systems cannot be successfully implemented.

Mr Anderson called Mr Constantine who gave evidence that, in his opinion, sufficient work has been done to satisfy him that 4000m² lots are sustainable.

Mr Woodland submitted that it has not been demonstrated that waste water can be treated and retained within the subject land. In support of that position he submitted that:

- *The Planning Practice Note 37 (Rural Residential Development) requires that planning scheme amendments for rural residential development include an assessment of whether the land has been found to have satisfactory characteristics for sustainable on-site wastewater management and can meet the EPA Code of Practice for Onsite Wastewater Management.*
- *The EPA Code of Practice require that the information gathered through the LCA process be used to determine whether the site is capable of managing wastewater on site, as well as to determine the size of the lots to ensure sustainable on site wastewater management (Mr Woodland's emphasis).*

Mr Woodland called expert evidence from Ms Kelly of WSP who has undertaken a peer review of the Landsafe LCA. Ms Kelly concluded that the Landsafe LCA has not demonstrated that wastewater can be contained within each individual allotment.

Ms Kelly, who appeared at the Hearing by video link, highlighted what she considers to be a number of data deficiencies in the Landsafe LCA. The deficiencies identified by Ms Kelly include:

- *Soil profile logging – Four test pits within a 66.2ha area provides a very low sampling density and low confidence in understanding soil types across the site.*
- *Soil permeability tests - Three tests are inadequate to characterise the permeability of soils across 66.2ha site. As no permeability tests were completed in the heavy clay subsoils, there is no site specific information on the permeability of this soil horizon, which is expected to be significantly lower than the sandy loam or silty clay loams.*
- *Sodicity of soils/Gypsum application – The Landsafe LCA contains insufficient information about how gypsum salts will leach through the soil profile. The successful treatment of this soil variable is critical if the site is to be able to drain vertically through the soil profile. Ms Kelly notes that even if this method effective in the short term, gypsum application may not be effective in the long term.*
- *Monitoring and maintenance – The Landsafe LCA does not include a contingency in the event that surface expression of wastewater and waterlogging occur, particularly on lower slopes and neighbouring properties.*

Ms Kelly gave evidence that, *'given the scale of development proposed, cumulative impacts are likely to occur if the water balance is not as predicted in the Landsafe LCA and so the potential impact of wastewater systems failure are very significant'*.

Mr Woodland submitted that the EPA and MAV³ guidelines encourage the use of risk assessments to determine the suitability of sites for wastewater application. Ms Kelly concluded that such a risk assessment is warranted for the subject site given the potentially serious limitations associated with soil types and locations, including:

- Soils with a high potential for dispersion, sodicity and shrink/swell;
- Low permeability soils; and
- Steep slopes.

Ms Kelly has undertaken a risk assessment using the MAV guidelines, and she has identified large number of 'major' risks that need to be addressed in relation to the current site:

- Site aspect – south and east facing slope;
- Climate – excess rainfall over evaporation in the wettest months;
- Slope form – concave or convergent side-slopes;
- Slope gradient – > 10%;
- Soil drainage – wet soils, water ponding on surfaces;
- Stormwater run-on – high likelihood of inundation;
- Mottling – evidence of poorly drained soils;

³ MAV, EPA Victoria and DEPI – *The Victorian Land Capability Assessment Framework*, 2nd edition, 2014.

- Sodidity – measuring >8%;
- Soil depth to rock or other impervious layer – less than 1m; and
- Soil texture – relatively impermeable soils.

In response to questions from the Panel chair, Ms Kelly gave evidence that the slope of the land and the existence of the clay layer are the main risk factors and, in her opinion, the site cannot contain waste, regardless of lot layout, if 4000m² lots are assumed.

In response to cross examination by Mr Anderson, Ms Kelly acknowledged she had not visited the site and that she was not aware of the revised LCA prepared in January 2014. Mr Anderson asked whether, in Ms Kelly's opinion, on-site sewerage treatment could be possible subject to further testing? Ms Kelly responded that, based on the information she had sighted, that there were too many unknowns and the land capability has not been demonstrated.

In response to further questions from the Panel chair, Ms Kelly gave evidence that significant further testing would be required to accurately assess the suitability of the site. In her opinion, further work should include (but not be limited to):

- A detailed water balance model;
- Deep drainage tests;
- Assessment of the permeability of the clay layer;
- Higher density of soil sampling; and
- A risk assessment.

Mr Woodland submitted that the EPA guidelines note that soil that is seasonally waterlogged is a good indication the land is *not capable of dispersing wastewater* and *therefore must not have wastewater applied to it*. He submitted that where water inputs exceed outputs and where vertical drainage is restricted (as appears to occur on the subject site) there is no storage available in the soil system for wastewater irrigation.

Mr Woodland concluded:

Ms Sasse submits that Amendment C82 has not demonstrated that wastewater can be contained within each individual allotment (as required by Practice Note 37 and the EPA Guidelines), and that insufficient information has been presented to safely conclude that this land can be developed for residential purposes.

On the evidence before the Panel, there are serious reasons to doubt that the subject site can accommodate lots of 0.4 ha in such site conditions. It would be imprudent to allow the subject land to be rezoned without undertaking further work in relation to the environmental capability of the subject land. It is not yet possible to determine what a sustainable minimum lot size might be for this site for the reasons already set out. Further land capability assessment is required to first determine whether the site is in fact capable of managing wastewater on site, and if so what size of the lots to ensure sustainable on site wastewater management.

Ms Sasse submits that Amendment C82 should be abandoned for the above reasons.

On the issue of whether land capability should be demonstrated at the amendment stage or subdivision stage, Mr Woodland conceded that Practice Note 37 is not clear on this point.

In his concluding remarks, Mr Anderson reiterated his client's willingness to doing further work on land capability, but argued that there is no risk in the rezoning going ahead and the more detailed work being completed later in the process. He noted that the EPA had been involved in the preliminary assessment of the site and had raised no objection.

Mr Pullman, in his concluding remarks on behalf of Council, agreed that a land capability assessment should be undertaken before rezoning but that the standard required for a LCA at the amendment stage is not as detailed as for subdivision. He reiterated that Council is satisfied with the information provided and added that the LCA had been provided to the EPA, who raised no concerns at this stage.

Drainage issues

Mr Woodland submitted that Planning Practice Note 37 requires that rural residential development include an assessment of whether the land can be connected to or provided with drainage that effectively removes stormwater from each house and lot, prevents inundation of effluent disposal fields and is designated to handle the one in 100 year storm event where required.

Mr Woodland submitted that Amendment C82 acknowledges but fails to adequately address these issues. He submitted that the LCA that accompanies the Amendment acknowledges that there is an existing stormwater runoff issue on the subject land, and that removal of vegetation and development of the subject land is expected to exacerbate these conditions.

Mr Woodland submitted that:

The subject site is very steep in parts, and is currently almost entirely cleared of vegetation. The clearing of vegetation on that property has caused Ms Sasse's property to flood more frequently and more intensely than was the case when it was vegetated. Parts of Ms Sasse's land are now waterlogged on a regular basis.

It is self-evident that Ms Sasse's land is and will continue to be adversely impacted by runoff from the subject property until such time as appropriate mitigation measures (revegetated areas, retardation dams, stormwater wetlands, drainage swales, etc.) are put into place.

Mr Woodland submitted that the Amendment does not contain an assessment of how these drainage issues can be addressed, as required under Planning Practice Note 37. Instead, it relies solely on the preparation of a stormwater management plan under the DPO.

Mr Woodland also submitted that Amendment C82 fails to properly address existing drainage corridors on the subject site:

Ms Sasse submits that there is a natural drainage corridor running through the subject site and that the future development of the site should incorporate a 30m wide vegetated buffer along each side of it. Such a treatment will deliver a

number of benefits, including assisting in mitigating stormwater impacts associated with urban development on Ms Sasse's property.

Two drainage courses are identified on the West Gippsland Catchment Management Authority's (WGCMA) 'designated waterways' mapping database. In November 2011, the WGCMA advised the proponent that:

- One of the designated waterways appears to be a mapping anomaly (e.g. a 300 metre long centrally located waterway running north-west to south-east) and any future assessment will not include this waterway;*
- The Authority has determined that the second waterway is in of low ecological and hydrological value and that the Authority will not have any requirements or place any conditions on the land currently mapped as designated waterways in any future development proposals for this property (refer Appendix 5 to the planning report accompanying Amendment C82).*

Mr Woodland advised the Panel that Ms Sasse made enquiries with the WGCMA and was subsequently advised that the WGCMA agreed that an overland flow path exists through a relatively well defined gully across the subject land, but that *'no natural channel existed in this gully or through your property'*. As such, the WGCMA concluded that this drainage corridor did not meet the definition of a waterway under the *Water Act 1989* (WGCMA letter to Ms Sasse 3rd December 2013).

Mr Woodland submitted that the *Water Act 1989* does not define the term 'natural channel' nor did the WGCMA attempt to define it for Ms Sasse. It is Ms Sasse's submission that the characteristics of this natural gully would reasonably qualify it as a 'natural channel', and that it should therefore be treated as a waterway for the purpose of the future planning of the subject site. Ms Sasse submits that a 30m waterway setback should be required on either side of this natural drainage corridor, as set out in Clause 14.02-1 of State Policy.

Mr Anderson submitted that it is proposed that stormwater issues be addressed as part of the Development Plan and subdivision approval stages. The draft DPO8 requires an integrated stormwater management plan to be prepared as part of any Development Plan and that the treatment of waterways can be incorporated into subdivision design.

Mr Anderson called Mr Constantine, who supported Mr Anderson's assertion that stormwater issues can be dealt with at time of subdivision. He acknowledged that there were some issues with waterlogging on the site, but that on site detention and use of roadway drainage could be employed to manage drainage and in fact improve the current off site impacts. Mr Constantine noted that adjoining properties will not be worst off because it is not permitted to discharge more water across property boundaries.

In response to cross examination from Mr Woodland, Mr Constantine gave evidence that he was not concerned about possible inundation of effluent disposal areas as the two systems can be kept separate by design. Mr Van de Graaff, in his evidence, stated that the health risk associated with this is low, as only water that has been treated to a secondary standard can be discharged into irrigation fields.

Mr Anderson submitted that there are no modifications required to the Amendment documentation in order to achieve the outcomes sought by the submitters, as this investigation will occur as part of subsequent processes once the land is rezoned.

Mr Pullman, on behalf of Council, agreed that the issues of stormwater management and the definition of waterways should most appropriately be dealt with at the subdivision design stage and should not be a barrier to approval of the rezoning.

7.3 Discussion

The Panel concludes from the expert witness statements of both Mr Van de Graaff and Ms Kelly that there are still significant unknowns with regard to whether the subject site is capable of appropriately managing on-site wastewater and drainage. Mr Van de Graaff's endorsement of the proposed development is conditional on mitigating actions and raises questions about whether larger lot sizes (than 4000m²) will be required. Ms Kelly concludes that the rezoning should not be approved at all on the basis that the site capability has not been demonstrated. Ms Kelly also highlights deficiencies in the testing done to date that lead her to conclude that the risks are too high to endorse development of the site.

The Panel agrees that insufficient work has been done to date to demonstrate, as required by Planning Practice Note 37 and Clause 32.03-5, that wastewater can be retained and treated on individual lots in the proposed development. The Panel also agrees with evidence that the site has some 'major constraints' in terms of the MAV LCA Framework⁴. The question for the Panel is whether this should necessarily prevent the land from being rezoned and proceeding to the next step.

The Panel concludes that the concerns raised by the initial LCAs and the expert witness statements are not fatal to rezoning the site as proposed for the following reasons:

1. The Panel does not agree with Mr Woodland that the Planning Practice Note 37 or the MAV Framework necessarily require land capability to be conclusively demonstrated at the amendment stage. In fact on page 2 of the Practice Note it states that:

These broad questions (meaning the four strategic considerations listed on page 2) should be taken into account when considering a proposed amendment.

Generally, final detailed subdivision and design matters can be considered as part of the permit application process.

The Panel believes that this clearly provides scope for design and land capability matters to be resolved at a stage later than at the amendment stage.

2. The Amendment applies the DPO8 to the site which effectively places an intermediate step between the amendment and subdivision approval stages. The DPO (as proposed to be amended) requires, amongst other things, that a more detailed LCA be completed that demonstrates land capability at an individual lot level, in accordance with the EPA Code of Practice. This provides the Panel with some comfort that the land capability risks will be dealt with appropriately, and appropriate lot sizes incorporated into the

⁴ MAV, EPA Victoria and DEPI – *The Victorian Land Capability Assessment Framework*, 2nd edition, 2014.

subdivision design, before approval of the Development Plan. The wording of the DPO8 to ensure this is discussed in Chapter 9 of this report.

3. LDRZ provides for a minimum lot size (without reticulated sewerage) of 4000m². This does not mean that all lots will be 4000m². In fact, the preliminary LCA work suggests that lots will typically need to be larger, and this is acknowledged by the Proponent. The Panel believes that this substantially mitigates the risk of this development proceeding to the next stage of assessment as the Responsible Authority has the option of requiring larger lots if it has concerns about land capability.
4. The Panel agrees with the Proponent and Council that detailed drainage and wastewater management issues (including waterway corridors and off-site impacts) can be dealt with in the Development Plan and at the subdivision permit stage.
5. The Panel agrees with Council and the Proponent that a different (lesser) standard of LCA should apply to the amendment stage as opposed to the subdivision stage. The Panel is not certain what the appropriate standard of LCA to endorse an amendment should be. Ms Kelly suggests that the LCAs are deficient and that the minimum standard has not been met in this case; Mr Van de Graaff and Mr Constantine disagree. The Panel is influenced by the fact that the EPA and Council have accepted that the work to date is satisfactory to support rezoning. As stated above, the Panel is also comforted by the fact that the DPO provides an extra, more stringent step in the assessment process prior to subdivision approval.

The Panel has considered the question of whether a higher than 4000m² minimum lot size should be specified in the DPO Schedule given that the LCAs suggest that larger lot sizes may more typically be required. Mr Anderson and Council submitted that this is not appropriate as it may be possible for some lots to be sustainably designed at 4000m², and flexibility should be retained in the design to allow this. The Panel agrees and concludes that there is no need to specify a higher minimum lot size in the DPO Schedule.

It was submitted by Council that the wording of the DPO Schedule could be clarified and strengthened in relation to stormwater and wastewater management. This was also acknowledged by the Proponent. The Panel agrees and alternative wording is discussed in Chapter 9 and presented in the Panel's preferred DPO8 in Appendix D.

7.4 Conclusions

The Panel concludes that:

- The LCAs completed to date and the expert witness reports presented to the Panel indicate that the subject site has some major constraints in terms of the capability of site to manage stormwater and wastewater.
- The concerns raised by the initial LCAs and the expert witness statements are not fatal to rezoning the site for the reasons set out above.
- Detailed drainage and wastewater management issues can be dealt with in the Development Plan and at the subdivision permit stage.
- The wording of the DPO should be strengthened to make the expectations of further work clearer.

8 The Planning Process

8.1 The issues

Mr Woodland, on behalf of Ms Sasse, submitted that the planning process is flawed and that the Responsible Authority ought to be compelled to provide an opportunity for affected landowners to provide input into the Development Plan before it is adopted.

8.2 Submissions

Mr Woodland submitted that the application of the DPO8 to the site means that the Development Plan must subsequently be approved by the Council and thereafter all planning permits are exempt from further notice and third party review rights for affected parties. He submitted that this is a problem as the level of detail that has been prepared at the Amendment stage is inadequate to properly assess the impacts of the development. He further submits that the *'DPO approvals process in no way provides sufficient transparency and rigour to allow the necessary environmental and design issues to be properly tested in relation to this site.'*

As an alternative, Mr Woodland suggests that no DPO be applied to the site and that future development permits be dealt with by way of planning permit applications, subject to the usual rights of notification and third party appeal.

Council have proposed the inclusion of the following requirement in the Schedule to the DPO:

The Development Plan should be prepared with an appropriate level of community participation as determined by the Responsible Authority, this may include direct notification to all adjoining and adjacent landowners/occupiers and any party known to have particular interest in the overall design of the Development Plan.

The Proponent has confirmed that they are comfortable with the inclusion of this Clause.

Whilst Ms Sasse maintains that the Amendment ought to be abandoned, Mr Woodland offered the following response to this clause on her behalf:

(replace with the following) ...

Before deciding to approve a Development Plan, the Responsible Authority must display the plan for public comment. Notice of the Development Plan must be given to the owners and occupiers of adjoining land... the Development Plan must be displayed for at least 28 days.

The Responsible Authority must consider the views of all submitters prior to making a decision in respect to the Development Plan.

Ms Sasse makes the above suggestion because she submits that the wording in the revised DPO8 remains relatively ambiguous, particularly the use of the phrase *'this may include direct notification...'*

Ms Sasse submits that the requirement to consult with third parties in relation to the Development Plan needs to be much more definitive. Mr Woodland added that a similar requirement exists in DPOs in other Victorian planning schemes, and the above provisions have been generally adapted from *DPO4 (Brandon Park Residential Development Plan)* and *DPO5 (Surplus Education Land)* under the Monash Planning Scheme.

8.3 Discussion

The purpose of a DPO as set out in Clause 43.04 of the VPP is:

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To identify areas which require the form and conditions of future use and development to be shown on a Development Plan before a permit can be granted to use or develop the land.

To exempt an application from notice and review if it is generally in accordance with a Development Plan.

The Panel notes that it is common practice to apply a DPO to future development sites. The Panel believes that the subject site is an ideal location for a DPO, as the specific conditions for that site can be tailored to suit the site conditions and circumstances. The Panel does not support Mr Woodland's suggested alternative of not having a DPO as it believes that this would be a missed opportunity to address some of the particular issues relating to the site. The Panel believes the DPO best protects the interests of the surrounding community, including Mr Woodland's client.

It is clear in the third paragraph of the DPO Purpose and Clause 43.04-2 that, if there is a DPO, applications are exempt from further notice and review. The expected process for the adoption of a Development Plan is not specified. The Clause seems to leave this to the discretion of the Responsible Authority.

The Panel notes that the Council and the Proponent have agreed to a consultation process in the proposed addition to the DPO Schedule. The Panel generally supports this approach, particularly given the conclusions of the previous Chapter that there are still some matters that need further work to demonstrate the capability of the land to support the proposed development. The Panel agrees with Mr Woodland that the words proposed by Council are not as clear as they could be. The Panel prefers the following wording which effectively combines the intent of each of the parties and is aimed at providing a more certain process:

Before deciding to approve a Development Plan, the Responsible Authority must consult with potentially affected parties. This must include direct notification of the Development Plan to all adjoining and adjacent landowners.

The Responsible Authority must consider the views of all submitters prior to making a decision in respect to the Development Plan.

This approach does not specify the form or period of notification as the Panel believes that these matters should be at the discretion of the Responsible Authority. The preferred

wording makes it clear that the Responsible Authority must consider any submissions made to it. The Panel believes this adds accountability and transparency to the process.

The Panel notes that nothing in the preferred wording (or indeed the alternative wording proposed by any of the parties) provides for any notice requirement or third party appeal rights on subsequent permit applications once the Development Plan is approved. The Panel thinks this is appropriate.

8.4 Recommendation

The Panel recommends:

Amend Schedule 8 to the Development Plan Overlay to include the following under 3.0 Requirements for Development Plan, Process and Outcomes:

Before deciding to approve a Development Plan, the Responsible Authority must consult with potentially affected parties. This must include direct notification of the Development Plan to all adjoining and adjacent landowners.

The Responsible Authority must consider the views of all submitters prior to making a decision in respect to the Development Plan.

9 Proposed Development Plan Overlay Schedule 8

9.1 The issues

The Panel has reviewed the most appropriate wording of the proposed DPO8 in the light of the conclusions of the Panel in the previous chapters.

The Panel has considered initial written submissions, presentations made to the Hearing and written submissions specifically invited by the Panel on the DPO8; provided by Council, the Proponent, Gippsland Water and Mr Woodland after the Hearing.

9.2 Evidence and submissions

Council provided the Panel with a revised version of the DDO8 on 4 March 2014. The revised version made the following changes to the exhibited version:

Clause 2.0 Conditions and requirements for permits

Add:

- *Conditions may be imposed on permits to subdivide land to ensure compliance with the approved Development Plan and to facilitate construction of wastewater and drainage works identified in the approved Development Plan. Future lots proposed to be created by way of subdivision will require individual land capability assessments to satisfy the Environment Protection Authority – Code of Practice – Onsite Wastewater Management, February 2013 (as amended).*

Clause 3.0 Requirements for Development Plan

Add under Land use and subdivision:

- *The proposed building envelopes and effluent disposal field areas within an indicative lot layout for the overall Development Plan area. Future lots proposed to be created by way of subdivision will be formalised at the planning permit application stage.*

Add new section:

Bushfire Risk

- *The location, design and construction of development considers the need to implement bushfire protection measures.*

Amend the first paragraph under Process and Outcomes to read:

The Development Plan should be prepared with an appropriate level of community participation as determined by the Responsible Authority, this may include direct notification to all adjoining and adjacent landowners/occupiers and any party known to have particular interest in the overall design of the Development Plan

Clause 4.0 Decision guidelines for Development Plan

Replace the reference to Native Vegetation Management Framework with:

- *Permitted Clearing of Native Vegetation, Biodiversity Assessment Guidelines, Department of Environment and Primary Industries, September 2013*

Add:

- *Planning for Bushfire Victoria – Guidelines for meeting Victoria’s Bushfire Planning Requirements, November 2012.*

The first two of these changes are aimed at strengthening the requirements to demonstrate land capability at the Development Plan stage.

The Proponent advised that they accepted the changes as proposed by Council.

Mr Sherman responded that Gippsland Water generally supported the additional clause under Clause 2.0 relating to Wastewater.

Mr Sherman added that the points listed in Clause 2.0 are not in the nature of conditions and requirements for permits but rather in the nature of matters to be considered by the Responsible Authority in respect of the grant of a permit.

Mr Woodland, in his submission, also noted that the first eight bullet points under this section are written as ‘*decision guidelines*’ and should be moved under such a heading in the Overlay. He also suggested that the following decision guidelines be added:

Whether all effluent from each residential lot can be treated, retained and disposed of within each individual lot boundary, in accordance with the Environment Protection Authority – Code of Practice – Onsite Wastewater Management, February 2013 (as amended).

Whether the proposal has demonstrated the stormwater can be retained and treated on the property such that it will not adversely impact on adjoining properties.

Mr Woodland requested that a section on ‘*conditions and requirements for permits*’ be retained under the DPO and that it include the following in lieu of the changes suggested by Council:

All planning permits to subdivide land must include the following conditions:

Effluent from each residential lot must be treated, retained and disposed of within each individual lot boundary, in accordance with the Environment Protection Authority – Code of Practice – Onsite Wastewater Management, February 2013 (as amended).

Stormwater from each residential lot must be retained and treated on the lot (or within a subdivision-scale integrated stormwater treatment system) so as to ensure that there are no adverse drainage or stormwater quality impacts on adjoining properties.

The proponent must enter into an agreement pursuant to section 173 of the Planning and Environment Act 1987 to ensure that:

- *Effluent from each residential lot is treated, retained and disposed of within each individual lot boundary, in accordance with the Environment*

Protection Authority – Code of Practice – Onsite Wastewater Management, February 2013 (as amended).

- *Stormwater from each residential lot is retained and treated on the lot (or within a subdivision-scale integrated stormwater treatment systems) in a manner which to ensure that there are no adverse drainage or stormwater quality impacts on adjoining properties.*

Mr Woodland advised that Ms Sasse agrees with the submission made by Gippsland Water that there is no effective method to achieve compliance in the nature of enforcement order (as provided by VCAT) under the *Environment Protection Act* or the *Public and Health Wellbeing Act*, and for this reason permit conditions and a section 173 agreement to address wastewater and stormwater issues is warranted. He submitted that this is particularly so given the very challenging environmental conditions at the subject land.

Mr Woodland suggested a number of changes to Clause 3.0 Requirements for Development Plan, including:

Waterways

Unless otherwise agreed by the relevant Catchment Management Authority, A buffer zone of 30 metres each side of the existing drainage line ~~waterways designated under the Water Act 1989 or a buffer based on a flood study which identifies the 100-year flood extent~~ must be set aside for revegetation and stormwater treatment purposes. Land within this buffer will be revegetated and it will also be used to provide further treatment of stormwater before it enters the drainage line....

Infrastructure Services

(Amend first bullet point as follows)...An integrated stormwater management plan that incorporates water sensitive urban design techniques which provides for the protection of natural systems, integration of stormwater treatment into the landscape, improved water quality, and reduction and mitigation of run-off and peak flows, including ~~consideration of~~ reducing downstream impacts. This plan must demonstrate how stormwater will be retained and treated on the property such that it will not adversely impact on adjoining properties....

Domestic Wastewater

(Amend first bullet point as follows) ...s A Supplementary Land Capability Assessment, prepared in accordance with the EPA publication 746.1 Land Capability Assessment for Onsite Domestic Wastewater Management, March 2003 and the Victorian Land Capability Assessment Framework (MAV, 2014), that verifies the following:

- site conditions (including sampling results of subsoil and geological conditions across the entire site); and
- the likely minimum typical lot size required for the land to be able to treat, retain and disposed of effluent within individual lot boundaries on the subject land.

This assessment should consider all environmental constraints on the site and adjoining properties, including but not limited to:

- Soil profile, including groundwater conditions, soil types, soil depth, sodicity and permeability

- existing dams
- erosion
- drainage lines and depressions
- water logging
- slopes
- contours ...
-

... Add additional bullet point as follows) Guidelines for the design and layout of lots including how stormwater and wastewater will typically be retained and treated on each individual lot. These will identify the size and layout of building envelopes, effluent disposal field and stormwater retention/treatment arrangements on a typical lot type. These guidelines will conceptually demonstrate how the land capability parameters set out in the Supplementary Land Capability Assessment can be addressed. They will also assist in used in the assessment of future subdivision applications...

During the Hearing, Mr Sherman representing Gippsland Water submitted that the DPO Schedule should include the following additional requirements under Conditions and Requirements for Permits:

A permit condition requiring a section 173 agreement to regulate the ground preparation, installation and maintenance of onsite waste water disposal systems.

Provision of not less than 2 water main connections from Glengarry-Moe Road, via road or other reserves.

In the Rural Living Zone (due to the significant cost of reticulated water supply) requirements for onsite water supply arrangements to meet resident needs including fire fighting purposes.

Council responded that it did not support the changes proposed by Gippsland Water as they duplicate requirements in the zone provisions and other areas of the VPP; or, in the case of the more site specific issues, could be included as conditions in future permits. Council does not support the use of section 173 agreements as they create an unreasonable drain on Council resources.

9.3 Discussion and conclusions

The Panel has given thought to all of the suggestions made as outlined above and makes the following comments:

1. The proposed additions and changes by Council are generally supported. In particular the additional conditions and requirements in relation to wastewater and drainage, in the view of the Panel, add clarity and strengthen the management of some of the risks discussed in Chapter 7 of this report.
2. The Panel agrees that with Mr Sherman and Mr Woodland that the majority of the items listed under 2.0 Conditions and requirements for permits are in fact Decision Guidelines and should be relocated accordingly.

3. The Panel agrees with Council on its response to the changes proposed by Gippsland Water. These changes are either already covered in other provisions or can be picked up as later permit conditions.
4. The Panel has some concerns about the enforcement of on-site wastewater management post-development and has some sympathies for the use of section 173 agreements to assist. The Panel, however, believes that the most appropriate approach to enforcement is a matter for Council to determine and therefore reference to section 173 agreements has not been included as a requirement. It is open to Council to include such a permit condition in the future if it has a change of heart.
5. The Panel considers that the majority of changes proposed by Mr Woodland are not required as they are duplications of other requirements. Having said that, the Panel has adopted a number of the suggested wording changes proposed by Mr Woodland where it is considered they add clarity or rigour to the process.

The Panel has incorporated the changes it believes are warranted and included in the Panel Preferred Version of the DPO8 attached as Appendix D. Changes from the Council March 4 2014 version are shown.

9.4 Recommendation

The Panel recommends:

- **Amend the Development Plan Overlay Schedule 8 as shown in the Panel Preferred Version attached to this report as Appendix D.**

These changes incorporate the changes recommended by the Panel in previous chapters.

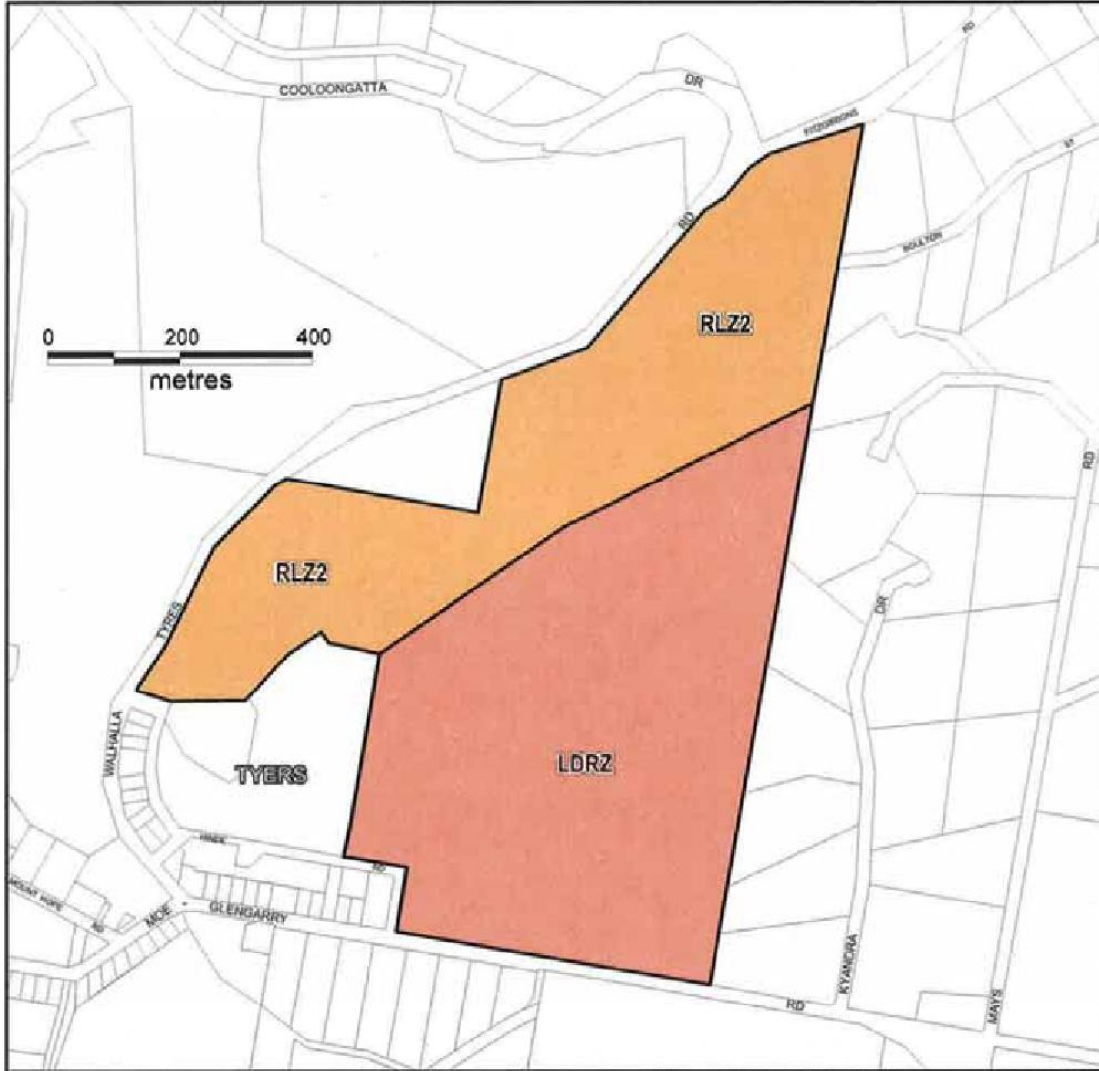
Appendix A List of Submitters

No.	Submitter
1	NBA Group Pty Ltd on behalf of Yorksville Pty Ltd
2	SP Ausnet
3	West Gippsland Catchment Management Authority
4	Country Fire Authority
5	Department of Environment and Primary Industries
6	Gippsland Water
7	VicRoads
8	Ms Alexandra Sasse
9	Mr and Mrs Ketchion
10	Ms Bobbie Symons
11	Ms Jennifer Godfrey
12	Mr John Henry
13	Mr Neil Jones
14	Mr Peter Hodgson

Appendix B Post Exhibition Proposed Planning Scheme Zone Map

Amendment C82 to the Latrobe Planning Scheme | Panel Report | 31 March 2014

LATROBE PLANNING SCHEME LOCAL PROVISION



Part of Planning Scheme Map 14, 44, 45, 46

LEGEND

- RLZ2 RURAL LIVING ZONE - SCHEDULE 2
- LDRZ LOW DENSITY RESIDENTIAL ZONE

AMENDMENT C82

Amendments Co-ordination Team |
Planning & Building Systems |
Planning, Building & Heritage |

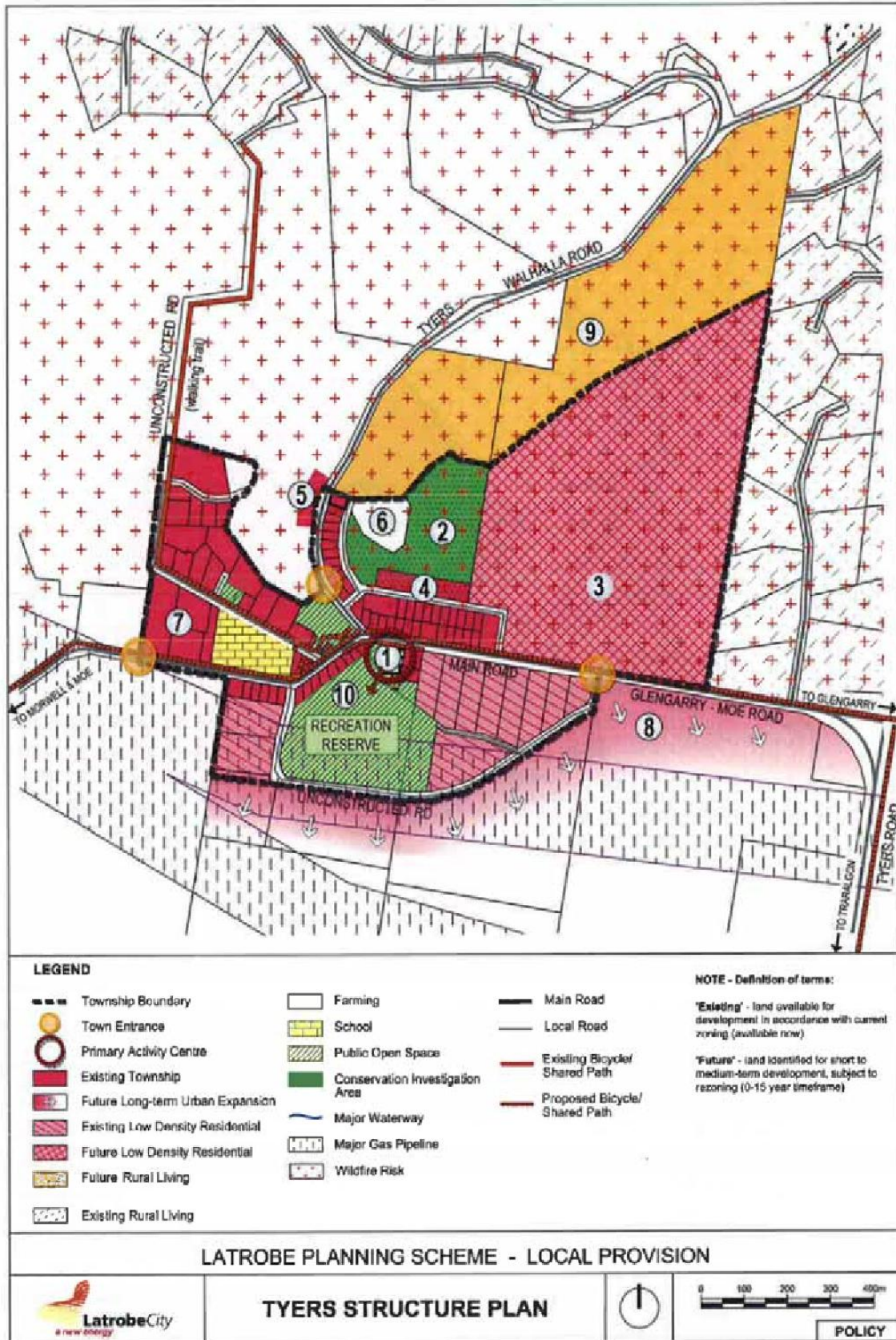


Department of Planning
and Community Development

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Amendment C82 to the Latrobe Planning Scheme | Panel Report | 31 March 2014

Appendix C Post Exhibition Proposed Tyers Structure Plan



Appendix D Panel Preferred Development Plan Overlay Schedule 8

Changes from the Council March 4 2014 version are marked.

LATROBE PLANNING SCHEME

xx/xx/20xx
Proposed
C82**SCHEDULE 8 TO THE DEVELOPMENT PLAN OVERLAY**Shown on the planning scheme map as **DPO8****LOW DENSITY AND RURAL LIVING GROWTH AREAS****1.0 Requirement before a permit is granted for minor building and works**xx/xx/20xx
Proposed
C82

A permit may be granted before a development plan has been prepared to the satisfaction of the Responsible Authority for the following:

- a minor extension, minor addition or minor modification to an existing building and works that does not prejudice the future orderly development of the general area affected by the Development Plan Overlay.

2.0 Conditions and requirements Decision guidelines for permitsxx/xx/20xx
Proposed
C82

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

- Whether the development of the land is occurring in an orderly manner having regard to essential services, community facilities, open space and roads.
- The potential for future re-subdivision.
- The interface between proposed and existing nearby developments, to reduce the chance of conflicting developments.
- The need to minimise access points to designated Category 1 Roads.
- The design of any proposed buildings to enhance and reinforce the character of the area.
- The timing and staging of the development of the land.
- The consistency of the proposed development with the approved development plan.
- The consistency of the proposed development with adopted Structure Plans, where relevant.

~~Conditions may be imposed on permits to subdivide land to ensure compliance with the approved development plan and to facilitate construction of wastewater and drainage works identified in the approved development plan. Future lots proposed to be created by way of subdivision will require individual land capability assessments to satisfy the Environment Protection Authority Code of Practice – Onsite Wastewater Management, February 2013 (as amended).~~

3.0 Conditions for permitsAll planning permits to subdivide land must include the following conditions:

- Effluent from each residential lot must be treated, retained and disposed of within each individual lot boundary, in accordance with the Environment Protection Authority – Code of Practice – Onsite Wastewater Management, February 2013 (as amended).
- Stormwater from each residential lot must be retained and treated on the lot (or within a subdivision-scale integrated stormwater treatment systems) so as to ensure that there are no adverse drainage or stormwater quality impact on adjoining properties.

4.0 Requirements for development planxx/xx/20xx
Proposed
C82

A development plan must be prepared to the satisfaction of the Responsible Authority.

The plan must show:

LATROBE PLANNING SCHEME

Land use and subdivision

- The proposed boundaries of the development area, and provide the strategic justification for those boundaries. The boundaries of the development area must align with zone boundaries. The re-subdivision of land in the development area must be undertaken in such a way as to not create allotments in two zones. This is to ensure the future orderly development of the general area affected by the Development Plan Overlay.
- The overall subdivision of the area, including ~~where possible~~, the proposed size and density of allotments which provide opportunities for a diverse range of housing types.
- The proposed building envelopes and effluent disposal field areas within an indicative lot layout for the overall development plan area. Future lots proposed to be created by way of subdivision will be formalised at the planning permit application stage.
- The overall pattern of development of the area, including any proposed re-zoning of land and proposed land uses.
- Street networks that support building frontages with two way surveillance.
- An accessible and integrated network of walking and cycling routes for safe and convenient travel to adjoining communities (including existing and future areas included in the DPO), local destinations or points of local interest, activity centres, community hubs, open spaces and public transport.
- The provision of any commercial facilities and the extent to which these can be co-located with community and public transport facilities to provide centres with a mix of land uses and develop vibrant, active, clustered and more walkable neighbourhood destinations.

Waterways

- Unless otherwise agreed by the relevant Catchment Management Authority, a buffer zone of 30 metres each side of waterways designated under the Water Act 1989 or a buffer based on a flood study which identifies the 100 year flood extent must be set aside for ecological purposes.

Infrastructure Services

- An integrated stormwater management plan that incorporates water sensitive urban design techniques which provides for the protection of natural systems, integration of stormwater treatment into the landscape, improved water quality, and reduction and mitigation of run-off and peak flows, including consideration of downstream impacts.
- The pattern and location of the major arterial road network of the area including the location and details of any required:
 - road widening
 - intersections
 - access points
 - pedestrian crossings or safe refuges
 - cycle lanes
 - bus lanes and stops
- The pattern and location of any internal road system based on a safe and practical hierarchy of roads including safe pedestrian and bicycle connections and crossing points in accordance with Latrobe City Bicycle Plan 2007-2010, (as amended).
- In consultation with relevant agencies and authorities, provision of public transport stops where appropriate within easy walking distance to residential dwellings and key destinations. Stops should also be located near active areas where possible.

LATROBE PLANNING SCHEME

Domestic Wastewater

If sewerage infrastructure cannot be provided to the development area, a Land Capability Assessment report must be submitted demonstrating:

- the capability of the site to sustainably manage wastewater within allotment boundaries.
- compliance with State and local policies on effluent disposal.
- consideration of all environmental constraints on the site, including but not limited to:
 - soil profile
 - existing dams
 - erosion
 - drainage lines and depressions
 - water logging
 - slopes
 - contours
- A Wastewater Management Plan must also be prepared that identifies preferred wastewater systems and a maintenance program to minimise the health and environmental impacts of on-site wastewater.

Open Space

- The location and size of the proposed open spaces that cater for a range of user groups and provide a variety of functions that perform both an active and passive role for recreation, as appropriate.
- Public open spaces designed to provide:
 - Public spaces of a minimum of 0.5 hectares within a 500 metre walking distance of all residents in accordance with Latrobe City Public Open Space Plan 2013, (as amended).
 - The inclusion of pedestrian and cycle paths and play equipment, that encourage active recreational opportunities.
 - Opportunities for visual surveillance to promote safety of users, through encouraging active frontages, using buildings to frame public spaces and locating open spaces within or adjacent to activity centres where possible.
 - A landscape concept plan for all open space areas, indicating the location of plantings, pathways, shade, shelter and seating at activity areas as well as at intervals along pathways.

Flora and Fauna

- In consultation with relevant agencies and authorities, a flora and fauna assessment including how flora and fauna values will be managed if required.
- An assessment of any native vegetation to be removed having regard to Victoria's Native Vegetation Management: A Framework for Action, including how it is proposed to protect and manage any appropriate native vegetation.
- Regard must be had to the West Gippsland Native Vegetation Plan 2003.
- Any management plan should take into account that the Strzelecki Bioregion is one of Victoria's most fragmented Bioregions and address this as a consideration.
- Consideration must also be given to adjoining or adjacent properties to the development area that have been identified as having a conservation, heritage or archaeological significance.

LATROBE PLANNING SCHEME

Cultural Heritage

- In consultation with relevant agencies and authorities, a cultural heritage assessment including how cultural heritage values will be managed if required.

Bushfire Risk

- The location, design and construction of development considers the need to implement bushfire protection measures.

Process and Outcomes

The development plan should be prepared with an appropriate level of community participation as determined by the Responsible Authority, this may include direct notification to all adjoining and adjacent landowners/occupiers and any party known to have particular interest in the overall design of the development plan

Before deciding to approve a development plan, the responsible authority must consult with potentially affected parties. This must include direct notification of the development plan to all adjoining and adjacent landowners.

The responsible authority must consider the views of all submitters prior to making a decision in respect to the development plan.

An implementation plan must be submitted as part of the development plan, indicating the proposed staging of the entire development plan area.

The requirements for the development plan must be address to the satisfaction of the responsible authority prior to the issuing of a planning permit, except for matters listed in item 1 of this schedule.

The approved Development Plan may be amended to the satisfaction of the responsible authority.

5.0 Decision guidelines for development plan

xx/xx/20xx
Proposed
C82

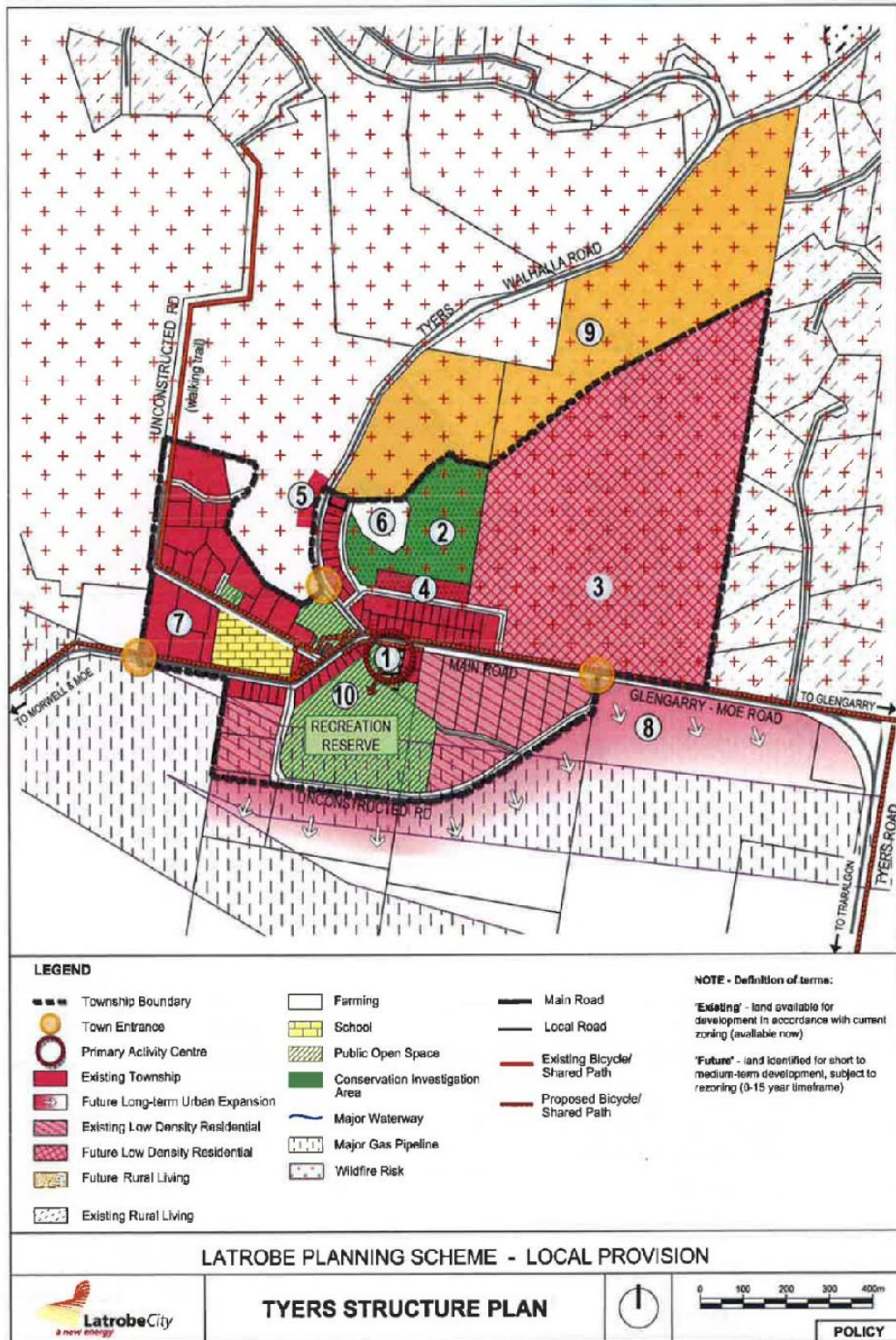
Before deciding on a development plan, the Responsible Authority must be satisfied that the plan has regard to the following information:

- Latrobe City Healthy Urban Design Good Practice Guideline: Meeting Healthy by Design® Objectives, June 2008 (as amended)
- Permitted Clearing of Native Vegetation, Biodiversity Assessment Guidelines, Department of Environment and Primary Industries, September 2013
- Latrobe Healthy by Design® – Background and Issues Report (Beca Pty Ltd, December 2007)
- National Heart Foundation of Australia (Victorian Division) 2004, Healthy by Design: a planners' guide to environments for active living®, National Heart Foundation of Australia (Victorian Division)
- Latrobe City Public Open Space Plan 2013 (as amended)
- Latrobe City Bicycle Plan 2007-2010 (as amended)
- Latrobe City Public Toilet Plan 2010-2014 (as amended)
- Small Town Structure Plans: Boolarra, Glengarry and Tyers Background Report 2010 (revised edition)
- Environment Protection Authority – Code of Practice – Onsite Wastewater Management, February 2013
- Planning for Bushfire Victoria – Guidelines for meeting Victoria's Bushfire Planning Requirements, November 2012.

Attachment 3 – Planning Panel Recommendations

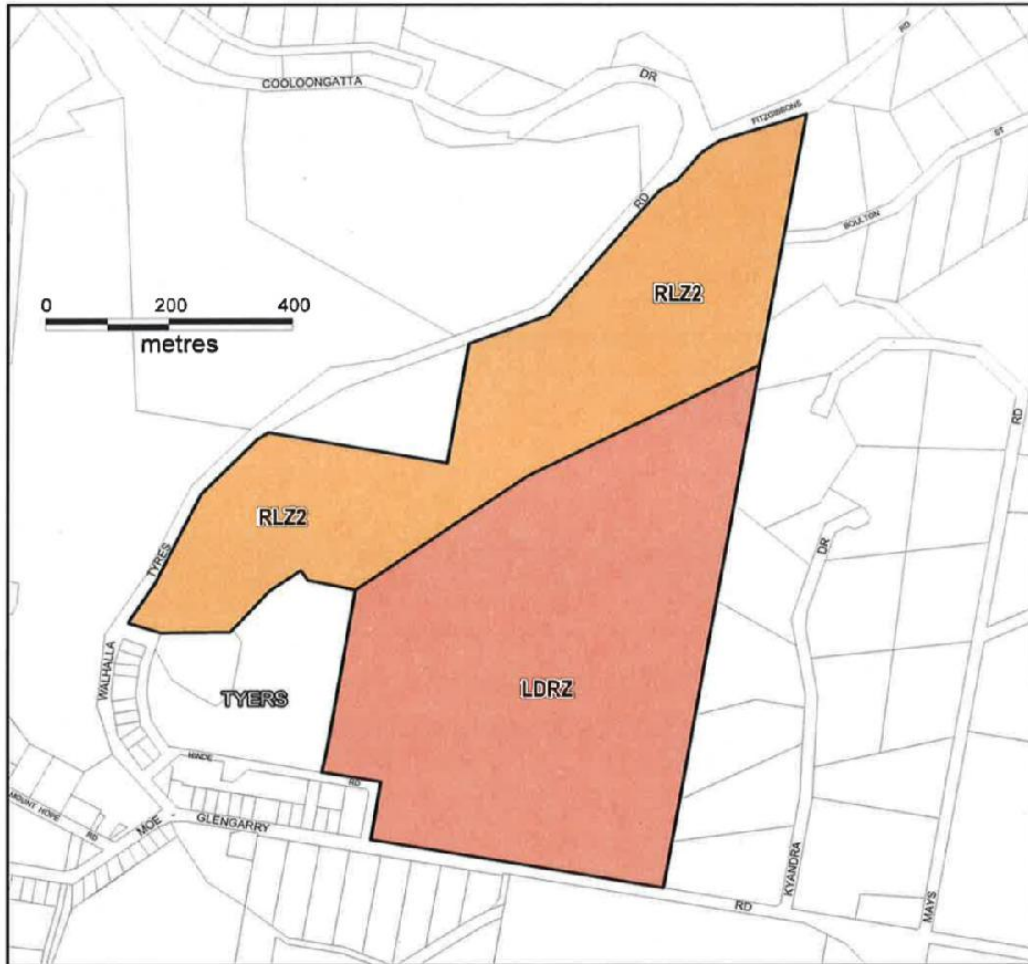
Panel Report Recommendations	Council Preferred Approach
<p>Include amendments to Clause 21.06 as proposed post-exhibition by Council to use the most recently adopted version of the Clause and correct references to the Tyers Structure Plan.</p>	<p>Council supports the Panel's recommendations. Amendment C74 to the Latrobe Planning Scheme was approved on the 15 August 2013 which was after the official exhibition of Amendment C82. The revised Clause 21.06 (post C74) has now been utilised. Within the exhibited version of Clause 21.06-5 some errors were identified. More specifically the Area numbers corresponding to the proposed Tyers Structure Plan map and references to rural living have been amended.</p>
<p>Adopt the post-exhibition versions of the Zone Map and Tyers Structure Plan as tabled by Council.</p>	<p>Council supports the Panel's recommendations. In response to one submission, the proposed zone map was amended to ensure that the proposed LDRZ land below the 110m contour and did not cross over the reticulated water servicing level area. The proposed Tyers Structure Plan has also been amended to align with the amended zone map which identifies low density and rural living Areas 3 & 9. The township boundary has been extended further north to include all of the realigned LDRZ land.</p>
<p>Amend the Development Plan Overlay Schedule 8 as shown in the Panel Preferred Version.</p>	<p>Council supports the Panel's recommendations. The suggested additional conditions and requirements in relation to wastewater and drainage should be included in the schedule to clarify and strengthen management of some of the risks for the subject land. Clause 2.0 in the schedule was renamed from 'Conditions and Requirements' to 'Decision Guidelines' as the majority of items listed are decision guidelines and not conditions and requirements. A number of suggested wording changes proposed by one submitter have also been included in the schedule where they add clarity and rigour to the process.</p>

Post Exhibition Proposed Tyers Structure Plan



Post Exhibition Proposed Planning Scheme Zone Map

**LATROBE PLANNING SCHEME
LOCAL PROVISION**



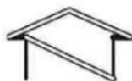
Part of Planning Scheme Map 14, 44, 45, 46

LEGEND

- RLZ2** RURAL LIVING ZONE - SCHEDULE 2
- LDRZ** LOW DENSITY RESIDENTIAL ZONE

AMENDMENT C82

Amendments Co-ordination Team |
Planning & Building Systems |
Planning, Building & Heritage |



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Panel Preferred Development Plan Overlay Schedule 8**SCHEDULE 8 TO THE DEVELOPMENT PLAN OVERLAY**xx/xx/20xx
Proposed
C82

Shown on the planning scheme map as DPO8

LOW DENSITY AND RURAL LIVING GROWTH AREAS**1.0 Requirement before a permit is granted for minor building and works**xx/xx/20xx
Proposed
C82

A permit may be granted before a development plan has been prepared to the satisfaction of the Responsible Authority for the following:

- a minor extension, minor addition or minor modification to an existing building and works that does not prejudice the future orderly development of the general area affected by the Development Plan Overlay.

2.0 Decision Guidelines for permitsxx/xx/20xx
Proposed
C82

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

- Whether the development of the land is occurring in an orderly manner having regard to essential services, community facilities, open space and roads.
- The potential for future re-subdivision.
- The interface between proposed and existing nearby developments, to reduce the chance of conflicting developments.
- The need to minimise access points to designated Category 1 Roads.
- The design of any proposed buildings to enhance and reinforce the character of the area.
- The timing and staging of the development of the land.
- The consistency of the proposed development with the approved development plan.
- The consistency of the proposed development with adopted Structure Plans, where relevant.

3.0 Conditions for permitsxx/xx/20xx
Proposed
C82

All planning permits to subdivide land must include the following conditions:

- Effluent from each residential lot must be treated, retained and disposed of within each individual lot boundary, in accordance with the Environment Protection Authority – Code of Practice – Onsite Wastewater Management, February 2013 (as amended).
- Stormwater from each residential lot must be retained and treated on the lot (or within a subdivision-scale integrated stormwater treatment system) so as to ensure that there are no adverse drainage or stormwater quality impact on adjoining properties.

4.0 Requirements for development plan

A development plan must be prepared to the satisfaction of the Responsible Authority.

The plan must show:

Land use and subdivision

- The proposed boundaries of the development area, and provide the strategic justification for those boundaries. The boundaries of the development area must align with zone boundaries. The re-subdivision of land in the development area must be undertaken in such a way as to not create allotments in two zones. This is to ensure the future orderly development of the general area affected by the Development Plan Overlay.
- The overall subdivision of the area, including the proposed size and density of allotments which provide opportunities for a diverse range of housing types.

- The proposed building envelopes and effluent disposal field areas within an indicative lot layout for the overall development plan area. Future lots proposed to be created by way of subdivision will be formalised at the planning permit application stage.
- The overall pattern of development of the area, including any proposed re-zoning of land and proposed land uses.
- Street networks that support building frontages with two way surveillance.
- An accessible and integrated network of walking and cycling routes for safe and convenient travel to adjoining communities (including existing and future areas included in the DPO), local destinations or points of local interest, activity centres, community hubs, open spaces and public transport.
- The provision of any commercial facilities and the extent to which these can be co-located with community and public transport facilities to provide centres with a mix of land uses and develop vibrant, active, clustered and more walkable neighbourhood destinations.

Waterways

- Unless otherwise agreed by the relevant Catchment Management Authority, a buffer zone of 30 metres each side of waterways designated under the Water Act 1989 or a buffer based on a flood study which identifies the 100 year flood extent must be set aside for ecological purposes.

Infrastructure Services

- An integrated stormwater management plan that incorporates water sensitive urban design techniques which provides for the protection of natural systems, integration of stormwater treatment into the landscape, improved water quality, and reduction and mitigation of run-off and peak flows, including consideration of downstream impacts.
- The pattern and location of the major arterial road network of the area including the location and details of any required:
 - road widening
 - intersections
 - access points
 - pedestrian crossings or safe refuges
 - cycle lanes
 - bus lanes and stops
- The pattern and location of any internal road system based on a safe and practical hierarchy of roads including safe pedestrian and bicycle connections and crossing points in accordance with Latrobe City Bicycle Plan 2007-2010, (as amended).
- In consultation with relevant agencies and authorities, provision of public transport stops where appropriate within easy walking distance to residential dwellings and key destinations. Stops should also be located near active areas where possible.

Domestic Wastewater

If sewerage infrastructure cannot be provided to the development area, a Land Capability Assessment report must be submitted demonstrating:

- the capability of the site to sustainably manage wastewater within allotment boundaries.
- compliance with State and local policies on effluent disposal.
- consideration of all environmental constraints on the site, including but not limited to:
 - soil profiling
 - existing dams
 - erosion
 - drainage lines and depressions
 - water logging

- . slopes
- . contours
- A Wastewater Management Plan must also be prepared that identifies preferred wastewater systems and a maintenance program to minimise the health and environmental impacts of on-site wastewater.

Open Space

- The location and size of the proposed open spaces that cater for a range of user groups and provide a variety of functions that perform both an active and passive role for recreation, as appropriate.
- Public open spaces designed to provide:
 - Public spaces of a minimum of 0.5 hectares within a 500 metre walking distance of all residents in accordance with Latrobe City Public Open Space Plan 2013, (as amended).
 - The inclusion of pedestrian and cycle paths and play equipment, that encourage active recreational opportunities.
 - Opportunities for visual surveillance to promote safety of users, through encouraging active frontages, using buildings to frame public spaces and locating open spaces within or adjacent to activity centres where possible.
 - A landscape concept plan for all open space areas, indicating the location of plantings, pathways, shade, shelter and seating at activity areas as well as at intervals along pathways.

Flora and Fauna

- In consultation with relevant agencies and authorities, a flora and fauna assessment including how flora and fauna values will be managed if required.
- An assessment of any native vegetation to be removed having regard to Victoria's Native Vegetation Management: A Framework for Action, including how it is proposed to protect and manage any appropriate native vegetation.
- Regard must be had to the West Gippsland Native Vegetation Plan 2003.
- Any management plan should take into account that the Strzelecki Bioregion is one of Victoria's most fragmented Bioregions and address this as a consideration.
- Consideration must also be given to adjoining or adjacent properties to the development area that have been identified as having a conservation, heritage or archaeological significance.

Cultural Heritage

- In consultation with relevant agencies and authorities, a cultural heritage assessment including how cultural heritage values will be managed if required.

Bushfire Risk

- The location, design and construction of development considers the need to implement bushfire protection measures.

Process and Outcomes

Before deciding to approve a development plan, the responsible authority must consult with potentially affected parties. This must include direct notification of the development plan to all adjoining and adjacent landowners.

The responsible authority must consider the views of all submitters prior to making a decision in respect to the development plan.

An implementation plan must be submitted as part of the development plan, indicating the proposed staging of the entire development plan area.

The requirements for the development plan must be addressed to the satisfaction of the responsible authority prior to the issuing of a planning permit, except for matters listed in item 1 of this schedule.

The approved Development Plan may be amended to the satisfaction of the responsible authority.

5.0 Decision guidelines for development plan

xx/xx/20xx
Proposed
C82

Before deciding on a development plan, the Responsible Authority must be satisfied that the plan has regard to the following information:

- Latrobe City Healthy Urban Design Good Practice Guideline: Meeting Healthy by Design® Objectives, June 2008 (as amended)
- Permitted Clearing of Native Vegetation, Biodiversity Assessment Guidelines, Department of Environment and Primary Industries, September 2013
- Latrobe Healthy by Design® – Background and Issues Report (Beca Pty Ltd, December 2007)
- National Heart Foundation of Australia (Victorian Division) 2004, Healthy by Design: a planners' guide to environments for active living®, National Heart Foundation of Australia (Victorian Division)
- Latrobe City Public Open Space Plan 2013 (as amended)
- Latrobe City Bicycle Plan 2007-2010 (as amended)
- Latrobe City Public Toilet Plan 2010-2014 (as amended)
- Small Town Structure Plans: Boolarra, Glengarry and Tyers Background Report 2010 (revised edition)
- Environment Protection Authority – Code of Practice – Onsite Wastewater Management, February 2013
- Planning for Bushfire Victoria – Guidelines for meeting Victoria's Bushfire Planning Requirements, November 2012.

**16.5 PLANNING PERMIT APPLICATION 2013/7, STAGED
SUBDIVISION OF LAND AND REMOVAL OF NATIVE
VEGETATION, COALVILLE ROAD, MOE**

General Manager

Planning and Governance

For Decision

PURPOSE

The purpose of this report is to determine Planning Permit Application 2013/7 for a staged subdivision of the land and removal of native vegetation at Lot A on PS329607, Coalville Road, Moe.

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 2013-2017.

Latrobe City Council Plan 2013 - 2017

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 – Planning for the future

Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.

Protect and celebrate the cultural heritage and historical character of Latrobe City.

Legal

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.

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

SUMMARY

Land:	Coalville Road, Moe known as Lot A on Plan of Subdivision 329607, Parish of Moe
Proponent:	Kennedy Plant Hire
Zoning:	Residential 1 Zone
Overlay	Bushfire Management Overlay

A Planning Permit is required to subdivide land in accordance with Clause 32.01-3 of the Scheme.

A Planning Permit is required to subdivide land in accordance with Clause 44.06-1 of the Scheme.

A Planning Permit is also required to remove, destroy or lop native vegetation, including dead native vegetation, in accordance with Clause 52.17-2 of the Scheme.

Refer to Attachment 1 for a site context plan.

PROPOSAL

The proposal seeks to subdivide the subject land into 102 residential lots in stages. The proposed lots range in size between 614 and 8488 square metres with the majority of the lots between 600 and 800 square metres.

The subdivision offers a diversity of choice with standard residential lots occupying the eastern extent of the site and larger lots generally occupying the northern and western extents. The larger lots are generous sized allotments that provide a buffer between the existing vegetated reserve and to comply with bushfire management requirements whilst offering a diversity in lot sizes in the Moe area to future residents.

Main access to the estate is proposed off Coalville Road with secondary access proposed off Borrmans Street. The main entrance has a width of 19 metres, narrowing to 18 metres and is provided with a feature entrance boulevard. Internal roads feed off the main entrance road in a north south direction. The internal road layout provides for circulation within the estate, with dead end streets and court bowls avoided. The proposed internal roads vary in width between 14 metres and 16 metres wide and have been designed to meet the requirements of Access Street's pursuant to Clause 56.

Pathways are provided on both sides of each of the proposed roads. Where roads abut the proposed open space reserves the pathways meander within the reserve to offer and facilitate connections to existing

pedestrian networks along Coalville Road and the Edward Hunter Reserve.

The applicant is also proposing to remove the following vegetation on site

- 1 scattered 'large old' trees of 'medium' assessed conservation significance;
- 1 scattered 'medium old' tree of 'medium' assessed conservation significance; and
- 2 scattered 'medium old' trees of 'high' assessed conservation significance.

In September 2013, a planning scheme amendment introduced the Victorian Government's Reforms to Victoria's native vegetation permitted clearing regulations (the reforms). The reforms include amendments to various clauses of the Victoria Planning Provisions including Clause 52.17 of the Latrobe Planning Scheme. It should be noted that transitional arrangements have been put in place for applications that were being assessed when these changes were introduced, these transitional arrangements are applicable to this application.

In relation to public open space provision a public open space reserve is to be provided in the south west corner of the site and along the designated waterway areas that affect the site. It is submitted by the applicant that while the southern reserves within the subdivision have a primary function for drainage and providing defendable spaces area abutting the lots in the south west corner, they also provide a contribution to passive recreation as pedestrian and cycling paths would be provided within the reserves.

Refer to attachment 2 for a copy of the proposed plan of subdivision.

Site and surrounds

The subject site is located to the south east of the township of Moe. It is located on the western side of Coalville Road, is irregular in shape and comprises of an area of 16.32 hectares.

The site abuts Borrmans Street to the south, the Edward Hunter Heritage Bush Reserve to the north and west, and residential properties and Coalville Road to the east. A municipal reserve abuts the length of the western and northern boundary. An existing post and wire fence exists between the bush reserve and municipal reserve; however no fencing occurs between the municipal reserve and the site.

The site generally comprises of cleared pasture grass which has been used for grazing and hay harvesting purposes in the past. A patch of bushland extends into the southwest corner of the site and a few scattered trees are also present. Other than a bus shelter adjacent to Coalville Road

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

and a small shed adjacent to Borrmans Street, the site contains no buildings or improvements.

The topography of the land is undulating in nature and distant views are available to the north and north east. The largest change of slope is from the south west corner of the site which has AHD level of 125 metres to the low point of the site of approximately 98 metres AHD that is located along the natural drainage corridor that transverses the site from the south east boundary of the site to the western boundary of the site abutting the municipal reserve.

The surrounding area contains a variety of lot sizes with a mix of large rural living properties and smaller residential properties available throughout. Lots on the eastern and western sides of Coalville Road in the vicinity of the site are generally typical residential allotments of 700-900 square metres and are developed with single dwellings and associated outbuildings.

More specifically the surrounding land use can be described as follows:

North:	To the north of the site is the Edward Hunter Reserve. Coalville Road bisects the reserve on its northern side. Within the reserve there is also a large dam. Along the north western side of Coalville Road there a number of residential properties ranging in size from over 800 sqm to over 4000 sqm. Each of the properties contains a single dwelling and associated shedding with varying degrees of landscaping. Further to the north of the subject site are more conventional sized residential properties and a cemetery along Cemetery Road.
South:	A number of rural living properties with areas range from 2 hectares to 5.7 hectares. Properties are generally cleared of native vegetation with varying levels of landscaping. Properties to the south west of the subject site are different to the lots directly to the south of the subject site as many of the properties still have a high level of remnant native vegetation on site. Properties are generally occupied by single dwellings and associated shedding. The properties directly to the south are also used for hobby farming type purposes. There is also a Gippsland Water Utility installation approximately 400 metres south west of the subject site.
East:	To the east of the subject site along Coalville Road and Cemetery Road there are standard residential blocks, as there is on both sides of Wirrana Drive.

	Further east of Wirrana Drive is land zoned Farming Zone which borders Narracan Creek along its eastern boundary.
West:	To the west is the Edward Hunter Bush Reserve.

Refer to Attachment 1 for a site context plan.

HISTORY OF APPLICATION

The history of the assessment of the planning permit application is set out in Attachment 3.

The provisions of the scheme that are relevant to the subject application have been included in Attachment 4.

ASSESSMENT

Strategic Consideration for Subdivision of the Land

The State and Local Planning Policy Framework (SPPF) and the Local Planning Policy Framework (LPPF), including the Municipal Strategic Statement (MSS) have been considered as part of this application. The SPPF encourages new urban residential areas to be developed in a sustainable manner with regard to the protection of agricultural land and take into consideration environmental and physical constraints such as topography, water catchments and bushfire risk. Subdivisions should achieve attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.

The Latrobe City Strategic Land Use Framework Plan found at Clause 21.02 identifies Moe/Newborough as one of the main towns, whereby housing diversity and lifestyle choice should be promoted. Clause 21.04-2 Settlement Overview states that development within and around existing towns should be consolidated and unnecessary urban and rural expansion should be avoided. The priorities in all main urban settlements are on realising opportunities for infill development, diversity of housing types, improving residential amenity, while maximising existing infrastructure and community facilities. Clause 21.04-2 of the Scheme further states that given the land use constraints around the major towns, there is an increasing need to reduce average residential property sizes so the remaining land is consumed at a more sustainable rate.

A structure plan for Moe/Newborough has been prepared and is located at Clause 21.05 of the Scheme. Specifically, it identifies the subject land as being located within an 'existing residential opportunity' area where residential development is encouraged.

The proposal seeks to subdivide land located in a Residential 1 Zone for residential purposes, thereby assisting in the consolidation of urban settlement within urban zoned boundaries. The proposal would not encroach onto any of the farming zoned land but is to be contained within the established Moe/Newborough township boundary in accordance with the Moe/Newborough structure plan. The proposed lot sizes, ranging from 614 and 8488 sqm would increase diversity in residential allotment sizes within main towns, whilst having regard to the physical and environmental constraints of the land.

The purpose of the Residential 1 Zone, amongst other things, is '*to provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households*'. The zoning of the site provides further strategic basis to support residential subdivision of the land.

It is generally considered that proposal is consistent with relevant strategic consideration given the physical and environmental constraints of the site.

Lot Yield and Density

The proposed subdivision achieves a lot yield of 7.7 lots per net developable hectare (9 lots per hectare omitting lots 91-100). The 102 lots have an average lot size area of 1015 sqm. It is noted that at the Ordinary Meeting of Council of 19 November 2012, Council adopted a preferred lot density of 11 lots per hectare on unencumbered land and this foreshadows Council's intention with regard to the upcoming Latrobe Planning Scheme review.

The Scheme generally envisages change in subdivision patterns within existing residential area in order to achieve urban consolidation objectives, but it also seeks to manage the change so that the environmental and physical consideration are fully considered when evaluating proposals. In this case, the subject land is located at a sensitive location due to its proximity to the Edward Hunter Bush Reserve. As a result of this proximity to the reserve area the subject site is affected by the Bushfire Management Overlay. Added to this the site has large changes in slope and has designated waterways which traverse the site.

Given these design considerations it is deemed that the subdivision design and lot yield is appropriate based upon the specific considerations of the subject site.

Subdivision layout & Compliance with Clause 56

Clause 32.01-2 in the Residential 1 Zone requires that a subdivision must meet the objectives of Clause 56 Residential Subdivision. The objectives and standards of Clause 56 relate to community, movement network, pedestrians and cyclists, lot size and orientation, street design, street construction, drainage systems and utilities provision.

The proposal has been assessed against the relevant provisions of the Scheme and it is considered that the proposal meets the standards and purposes of Clause 56 for the following reasons:

- The road design as far as practically possible will allow future dwellings to face onto reserve areas;
- Where lots do not face onto reserve areas (lots 91-100), it is considered due to the large change in topography, required building envelopes and suitable design guidelines including fencing restrictions will ensure an appropriate design outcome is achieved;
- The applicant has provided public open space areas in excess of requirements and will facilitate approved connections to the Edward Hunter Bush Reserve as part of an approved landscape plan;
- A waterway management plan will be a requirement of any permit issued to provide for a significant improvement in the ecological health of the waterway to the satisfaction of the WGCMA and Latrobe City Council;
- The level of vegetation to be removed has been minimised as far as practically possible and the remnant patch of vegetation in the south west corner will be retained onsite. This will be discussed in greater detail later on in the report;
- It is considered bushfire consideration is generally appropriate subject to conditions and has resulted in the CFA removing their objection as a result of the amended lot design layout. This will be discussed in greater detail later on in the report; and
- The proposed road network including dimensions is consistent with Clause 56 design requirements.

On the above basis, appropriate conditions will be included on any approvals to ensure consistency with the standard and objectives of Clause 56.

Drainage & stormwater

It should be noted that a stormwater management plan was submitted with the application. There are waterways running through the proposed

development and the plans do show the provision of a series of wetland ponds along the waterway. Computations have been provided to indicate the extent of flooding along the waterway and to detail how proposed treatments are correctly sized or can effectively treat the stormwater from the development. It is noted that that the subdivision layout has changed since this stormwater management plan was derived however Council's engineers have reviewed the application and are satisfied that the relevant information can be provided by way of permit conditions to address stormwater management onsite.

Road design and sealed width

The applicant has outlined proposed road reserve widths consistent with the design requirements of Clause 56.06-8. The planning scheme requires that the street network should be designed "to provide a speed environment that is appropriate to the street type". Standard C20 of Clause 56 requires that street blocks are generally between 120 metres and 240 metres long to control traffic speeds.

The application has proposed new road reserves of 16 metres and 14 metres (land abutting reserves) in width in most of the development. Council's Design Guidelines require that streets with a seven metre road carriageway width have a road reserve width of 18 metres and streets with a five metre road carriageway width, a road reserve width of 16 metres.

However the road reserve widths proposed by the applicant comply with the requirements of clause 56.06-8 of the planning scheme where minimum road reserve widths of 13.5 metres are acceptable for an Access Street Level 1 and 16 metres for an Access Street level 2. As mentioned above, Clause 56.06-7 of the scheme requires that "*the design of streets and roads should ... meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met*".

The CFA have consented to the proposed design solution in relation to road widths and have not requested any changes in relation to sealed width area within the reserve area.

The recommendation of council agenda item 14.1 of the council meeting of 7 April 2014 in relation to the proposed interim changes to the Latrobe City Design Guidelines with respect to the width of streets in new residential developments has been considered. Council's Design Guidelines are not currently an incorporated or a referenced document in the planning scheme and the proposed road reserve widths meet the scheme requirements.

It is the adopted preferred position of council that Access Places and Access Streets in new residential developments must have a minimum carriageway width of 7.3 metres. It is considered as a result that a condition on any permit will request that the minimum carriage width of 7.3 metres will be required for Access Places and Access Streets.

It is noted that increasing the carriage way width would reduce the area of nature strip, restrict street planting within the road reserve, increase construction costs and result in subsequent design considerations including the provision of services if any such condition is imposed on any permit issued. It is also noted that such a condition could be subject to challenge at VCAT.

Removal of Native Vegetation

The proposal seeks to remove 4 scattered trees, three 'medium old' trees and one 'large old' tree. One of the 'medium old' trees and the 1 'large old' tree is classified as having 'medium' conservation significance. While two of the large scattered 'medium old' trees have 'high' assessed conservation significance.

A ecological assessment report has been prepared and submitted with the application. The report provides an assessment of the distribution and quality of native vegetation on the land, it also details the potential ecological impacts resulting from the proposed subdivision and outlines the Net Gain implications associated with the proposed removal of native vegetation.

Both the Department of Environment and Primary Industries (as a non-determining Section 52 referral authority) and Council's Environmental Planning Department have reviewed the native vegetation quality assessment report submitted with the application, and do not object to the proposed removal of native vegetation. The ecological assessment states that appropriate offsets can be achieved onsite and it is considered that the remnant patch of vegetation on site will be secured in perpetuity within the reserve area.

It should be noted In September 2013, a planning scheme amendment introduced the Victorian Government's Reforms to Victoria's native vegetation permitted clearing regulations. This amendment changed the permit application requirements however it is noted that DEPI have released transitional arrangements that state that additional information will only be sought when adequate information to inform the application of the decision making guidelines has not been provided.

It is considered that these offset requirements can be satisfactorily addressed by way of permit conditions, through the preparation and

implementation of an Offset Management Plan to the satisfaction of the Responsible Authority.

On the above basis, it is considered that the extent of native vegetation to be removed as part of this application is acceptable, and that the proposal is generally consistent with the native vegetation objective of Clause 52.17 of the Latrobe Planning Scheme.

Biodiversity and Site Ecology

A detailed ecological assessment was undertaken on site and a desktop assessment was undertaken within five kilometres of the site. This assessment was compiled in a report that was submitted with the application.

A total of twelve species of fauna (listed below) were located on the site, of which nine were native species. No Nationally or State significant fauna species were recorded on site.

- Eastern Spinebill
- Common Myna (*exotic*)
- Grey Shrike-thrush
- Australian Raven
- Black-shouldered Kite
- Australian Magpie
- Superb Fairy-wren
- European Rabbit (*exotic*)
- New Holland Honeyeater
- Crimson Rosella
- Eastern Rosella
- Common Starling (*exotic*)

Specified in the report, the ephemeral wetlands formations indicated to potentially provide limited habitat for Southern Bell Frogs as well as potential (limited) water and foraging source for listed bird species during periods of high rain. There was no evidence of the Dwarf Galaxias on site.

When considering a five kilometre radius, 20 species were highlighted (below), of which the Dwarf Galaxias was one.

The detailed report highlighted that the usage of the subject site by the Dwarf Galaxias was unlikely as there was no suitable habitat.

In summary the independent submission stated that no rare or threatened fauna species were identified on site and no habitat within the site is considered to provide for any threatened fauna species such as the Dwarf Galaxias.

Bushfire Risk

Due to the proximity of the subject site to the Edward Hunter Reserve, the entire site is covered by the Bushfire Management Overlay. The topography of the site also increases the bushfire risk of the site. The application initially received an objection form the CFA for the following reasons;

- Concerns in relation to the “interface lots” with the Edward Hunter Bushland Reserve;
- Bushfire implementation measures could not be achieved on site;
- Location of the perimeter shared access road;
- Lots previously identified as lots 83-94 could not effectively achieve defensible space requirements; and
- Inconsistency in terms of layout with the documentation submitted.

An updated Bushfire Assessment was prepared by Millar Merrigan and provided with the amended plans, which demonstrates that the proposal generally provides a subdivision which reduces fire risk to an acceptable level. The CFA have confirmed that they are satisfied that the amended design achieves this and that the interface lots with the Edward Hunter Bush Reserve achieve a minimum BAL 19 level.

It should be noted however that the defensible space area to achieve a Bal 19 level for lots 88 to 90 is partially within the Borrmans Street road reserve. This is considered an unacceptable risk to Council as it would require vegetation removal outside of which that has been formally requested by the applicant and would also result in Council having to maintain the road reserve to a BAL 19 that due to its gradient would prove difficult to maintain to required standards. It is further noted that although there is some exotic species within the road reserve councils environmental planner detailed as follows “*the vegetation present is considered a remnant patch of either Lowland Forest or Damp Forest EVC and the default conservation significance is high to very high. Under the new permitted clearing regulations, some of the roadside vegetation close to the main gully is classed in the High Risk category and this is based on its potential as habitat for threatened species. While there are a number of woody and environmental weeds present within the road reserve, there are still indigenous understorey species occurring and large old trees.*”

It is considered as a result that a condition of any planning permit issued will include a requirement to amend the plan of subdivision (and all other plans as a result) to ensure that lots 88-90 will have to achieve defensible space requirements within the subject site entirely as opposed to identifying it as being located within the road reserve.

SUBMISSIONS

The application received eight submissions in the form of objections. These are included in attachment 5 of this report. The issues raised were:

1. Concerns in relation to the ecological surveys and potential impact on the fragile natural environment and especially the Edward Hunter Reserve.

Officer Comment

It is generally considered that the applicant has provided sufficient justification for the proposal including detail of the ecological impact on the subject site. It should be noted that the subject site has been considered suitable for residential development and has been zoned accordingly. The proposal has a large open space area that will provide for public open space, storm water treatment and offset areas to replace the native vegetation to be removed.

Suitable conditions will be placed on any permit issued to ensure that fauna friendly fencing at reserve boundaries is ongoing requirement, which enables wildlife to pass through the fencing without becoming caught or stuck, and enables animals to evacuate in the event of wildfire.

Restrictions of access points to the Edward Hunter Reserve will ensure any negative impact is minimised and will also allow future residents to use the reserve area in a fashion that does not have a negative ecological impact.

2. Impact on existing amenity of residents along Coalville Road if the proposal goes ahead.

Officer Comment

Whilst there will be an increase in vehicle movements as a result of new residents moving into the subdivision area, a number of submissions expressed concerns relating to amenity impacts (noise from residents, impacts of vehicle head lights, etc). It is a reasonable expectation that there will be traffic movement in a residential area. If a particular resident or residents are causing nuisance beyond reasonable levels, then there are other mechanisms that can be used to remedy this which sit outside the subdivision planning permit process, and is not best dealt with under other legislation.

3. Concerns regarding existing resident vehicle movements exiting and accessing Coalville Road and capacity of the intersection of Borrmans Street and Coalville Road to facilitate increasing traffic movements.

Officer Comment

A traffic impact assessment has been submitted with the application. It is considered that the existing road network is satisfactory to address the increased level of traffic movement in the area. Suitable conditions will be placed on any issue of a permit however it is not considered appropriate to request any intersection upgrades due to this proposal alone.

4. Concerns that proposed lots 87 to 106 are not consistent with Victorian Planning Provisions, especially in terms of Bushfire Planning Provisions.

Officer Comment

This objection relates to the interface lots with the Edward Hunter Reserve, It should be noted these lot numbers have changed as a result of an amended design layout being submitted. The configuration of these lots has been reconsidered having regard to the advice provided to date from the CFA, Council, and the comments provided within many of the submissions. By providing a road interface along the EHBR, providing a wider municipal reserve and reducing the number of lots, the amended design ensures that all lots within this precinct of the site are able to achieve a BAL19 or lower. It is considered that this is an improvement to the design and is consistent with State Planning Policy which seeks to ensure protection of life and property as the predominant objective. An updated Bushfire Assessment has been prepared to reflect the amended layout. It is considered that the updated plan provides an outcome consistent with the relevant requirements.

It is noted that council will not accept responsibility for management of the road reserve to ensure lots 88-90 can maintain defensible space requirements, however it is considered that this can be suitably addressed by condition on any permit issued.

5. Concerns raised regarding the fire risk associated with the Reserve and lack of a meeting area in emergency situations.

Officer Comment

It is considered the updated Bushfire Assessment prepared by Millar Merrigan and provided with the amended plan, demonstrate that the proposal provides a subdivision which reduces fire risk to an acceptable level. The CFA have also consented to the subdivision subject to suitable condition on any issue of a permit in relation to maintenance requirements of the defensible space area. There is ample public open space provided within the subdivision which could act as a meeting place if need arose, however it is noted that this should be considered at a precinct wide level, rather than simply as a site specific issue.

6. Fencing to prevent unregulated access to the Edward Hunter Reserve from the proposed subdivision.

Officer Comment

There is an existing 11.75 metre wide reserve between the subject land and the Edward Hunter Reserve. The western boundary of the existing reserve is fenced along the Edward Hunter Reserve interface, however it is not fenced along its eastern boundary and currently appears as if it were part of the subject site (it was in fact transferred to Latrobe City Council in 1995 for the purpose of a fire access track however the track has never been constructed).

Despite this, the additional reserve to be created along the common interface will ensure that there is a greater separation between the future residences within the subdivision and the Edward Hunter Reserve. Access to the reserve area will be restricted and unregulated access from the lots proposed to abut the reserve will not be permitted and suitable restriction will be put to ensure this occurs in perpetuity.

The amended design reduces the number of properties sharing the Edward Hunter Reserve interface, with the lots that do share an interface being larger allotments more representative of a rural character. Suitable conditions will be put in place ensuring fencing is fauna friendly fencing also consistent with the rural character of the area.

7. Concerns that the drainage of the subdivision will divert water away from the Edward Hunter Reserve and justification for why a 30m reserve has not been indicated.

Officer Comment

Council will place conditions on any planning permit granted to restrict stormwater flows from the land to pre-development flows. This is also nominated within the Stormwater Management Plan prepared by Stormy Water Solutions and included as part of the application. The measures proposed to treat and retain stormwater are outlined in detail within that report and as such, the West Gippsland Catchment Management Authority were satisfied (subject to appropriate conditions) that despite not having a 30 metre wide buffer either side of the watercourse, the solution proposed would result in an acceptable outcome. Further works will be required however these are typically imposed by way of planning permit condition and are not ordinarily required prior to the granting of a permit. The improvements to the health and quality of the waterway that will result are considered to result in a superior outcome.

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 under Section 52(1)(a) and Section 52(1)(d) of the Act by sending notices to all adjoining and adjacent landowners and occupiers; displaying an A3 sign on each site boundary adjoining a road the subject site for a minimum of 14 days; and by publishing two notices in the Latrobe Valley Express.

External:

The application was referred under Section 55 of the Act to the following authorities:

- Gippsland Water;
- SP AusNet;
- APA Group
- CFA
- Public Transport Victoria

All the above authorities gave consent to the granting of a Planning Permit for the proposal, subject to the inclusion of appropriate conditions and notes (where applicable).

The application was referred under Section 52 of the Act to West Gippsland Catchment Management Authority and VicRoads.

Internal:

Internal officer comments were sought from Council's Infrastructure Planning team in relation to drainage and traffic.

The application was forwarded to Council's Environmental team in relation to native vegetation issues and Councils Recreation and Open Space in

relation to proposed public open space area and connections to the Edward Hunter Reserve.

All the relevant Council's internal departments gave consent to the granting of a planning permit in relation to their area of expertise. It is noted that their comments only relate to part of the assessment process and do not necessarily direct the final recommendation to Council.

Details of Community Consultation following Notification

Following the referral and advertising of the application, eight submissions in the form of objections were received.

A mediation meeting was held on 12 September 2013. The grounds of objection were discussed and amended plans and documentation were submitted by the applicant in response to the issues raised.

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 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

Having evaluated the proposal against the relevant provisions of the Scheme, it is considered that the application generally meets the requirements of the Scheme, subject to appropriate planning permit conditions.

Attachments

1. Site context and design response
2. Proposed plan of subdivision
3. History of Application
4. Latrobe Planning Scheme
5. Objections

RECOMMENDATION

That Council issues a Notice of Decision to grant a planning permit, for for a staged subdivision of the land and removal of native vegetation at Lot A on PS329607, Coalville Road, Moe with the following conditions:

1. Amended Plans

Before the commencement of any works hereby permitted or prior to the certification of the plan of subdivision under the Subdivision Act 1988 (whichever is earlier), 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) Remove the divided road at the entry to the development from Coalville Road and instead show a single carriageway.
- b) Amended bushfire consideration plan showing the defensible space area for lots 88-90 to be within the subject site area completely.
- c) Removal of the reference to road side vegetation being required to be removed to achieve defensible space requirements.
- d) Staging plan to be consistent with an approved stormwater management plan.
- e) All road carriageway width to be consistent with Latrobe City Design Guidelines.
- f) Any subsequent changes for all other plans submitted for endorsement.

Subdivision conditions

2. The layout of the subdivision as shown on the endorsed plan must not be altered without the permission of the Responsible Authority.
3. The subdivision must proceed in the order of stages as shown on the endorsed plan unless otherwise agreed in writing by the Responsible Authority.
4. Detailed landscaping plans

Prior to certification of the plan of subdivision associated with each stage of the subdivision, a landscape plan for all public open space areas

including streets, parklands, entry features, drainage reserves, and community use areas must be prepared by a person suitably qualified or experienced in landscape design and submitted to the Responsible Authority for its approval. When approved the plan will be endorsed and will then form part of the permit. The landscape plan must be drawn to scale with dimensions and three copies and an electronic copy (PDF) must be provided. The landscape plan must be consistent with any landscape master plan already endorsed in respect of the land and must show:

- a) A survey (including botanical names) of all existing vegetation to be retained and/or removed.
- b) New plantings including their layout to be provided in any road reserves and municipal reserves.
- c) A detailed planting schedule of all proposed trees, shrubs and groundcovers, including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant.
- d) The supply and spread of sufficient topsoil and subsoil if required on the proposed areas of open space to provide a stable, free draining surface and hydro-seeding of proposed grass areas (including within drainage reserves).
- e) All proposed open space streetscape embellishments (including materials and finishes) such as installation of pathways, garden beds, seating, shelters, picnic facilities, boardwalks, tree planting, signage, drinking fountains, irrigation systems, playgrounds, artwork, retaining walls, protective fencing (temporary and permanent), wetlands and ornamental water bodies.
- f) Detailed planting and construction drawings including site contours and any proposed changes to existing levels including any structural elements such as retaining walls.
- g) Additional supporting information, such as certified structural designs or building forms.
- h) Vehicle access points for maintenance purposes.
- i) Mechanisms/structures for the exclusion of vehicles from landscaped areas.
- j) The removal of existing disused structures, foundations, pipelines or stockpiles and the eradication of weeds.
- k) Design and construction layouts for equipment in playground areas.

- l) All proposed street-tree planting using semi-advanced trees, with minimum container size of 45 litres.
- m) Location of public lighting.
- n) Details of all boundary fencing along Council reserve boundaries.
- o) Details of revegetation and weed control works in reserves, consistent with the Water Management Plan as required under Condition 32 of this permit.

5. Landscape Works to be Completed

Prior to the issue of Statement of Compliance for each stage or by such later date as is approved by the Responsible Authority in writing, the landscape works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority. All areas to be landscaped, including open space, must:

- a) Have bulk earthworks completed (where required) to ensure reserves are fit for intended purpose;
- b) Be cleared of all rubbish and environmental weeds, top soiled and grassed;
- c) All landscape planting works completed including drought resistant trees and other planting;
- d) Have shared paths and footpaths as shown on endorsed plans;
- e) Public lighting provided along paths, signage, fencing and street furniture installed;
- f) Maintenance vehicle access points provided.

6. Design Guidelines

Before the plan of subdivision is certified under the Subdivision Act 1988, the operator of this permit must prepare design guidelines to the satisfaction of the Responsible Authority for all residential lots adjoining reserve areas. The design guidelines must include:

- a) Specification that dwellings must not present 'back or side fences' to the reserve area.
- b) Guidance as to appropriate dwelling design to positively address the reserve areas.
- c) Guidance as to appropriate building design, garaging, fencing and landscaping to activate all frontages.

- d) Requirement that any development on the relevant lots must be in accordance with the design guidelines except with written consent from Council.

The guidelines must be submitted to and approved by the Responsible Authority. When approved, the guidelines will be endorsed and will then form part of the permit.

7. Prior to the certification of the plan of subdivision for the relevant stage under the Subdivision Act 1988, the owner must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987, which provides that:
- Development of residential lots adjoining public open space reserve area must be in accordance with the design guidelines (as required under Condition 6 of this permit) approved by the Responsible Authority.

The above restriction must be placed on any new title being issued for lots adjoining the western boundary of the drainage reserve south of the local park.

The owner/operator under this permit must pay the reasonable costs of the preparation, execution and registration of the Section 173 agreement.

Within 3 months of the registration of the Section 173 agreement, the owner/operator of the permit must provide Council a copy of the dealing number issued by the Title Office. Once titles are issued, Council requires the owner/operator of the permit or its legal representative to provide either:

- a) a current title search; or
 - b) a photocopy of the duplicate certificate of title as evidence of registration of the Section 173 agreement on title.
8. Prior to the commencement of any works for stage 1 of the development hereby permitted, conditions 1,4,6,7,9,10,11,12,15 and 19 of this permit must be completed to the satisfaction of the Responsible Authority.

Engineering Conditions

9. Prior to the certification of the plan of subdivision for stage 1 of the development hereby permitted, an amended stormwater management plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the plan will then form part of the permit. The plan is to be consistent with Stormy Water Solutions "Coalville Road, Moe Stormwater Management Plan" revision A dated 6 August 2012 as submitted and must address the following:
- a) Details of the staging of the works and any interim works and how

these will impact upon discharges from the land, on-site detention and water quality requirements.

- b) A detailed maintenance plan for all proposed water sensitive urban design features. The maintenance plan must include a schedule and requirements of inspections to be undertaken, how and when remediation and routine maintenance works are to be undertaken and estimated maintenance costs.
10. Prior to certification of the plan of subdivision under the Subdivision Act 1988 for each stage of the development, the operator of this permit shall provide documentary evidence to the satisfaction of the Responsible Authority in support of all proposed new road names shown on the plan. All proposed new road names must comply with the naming principles described in the Department of Environment and Primary Industry's "Guidelines for Geographic Names 2010".
 11. Plans submitted for certification for each stage of the development under the Subdivision Act 1988 must show to the satisfaction of the Responsible Authority:
 - a) Easements for drainage purposes,
 - b) A restriction on the plan of subdivision in relation to lots 47, 48 and 96 to 102 in relation to collection of refuse from bins placed on bin pads located within the road reserve.
 - c) Reserves created for the purposes of stormwater management, vested in the Responsible Authority,
 - d) Road reserve widths complying with the endorsed plans,
 - e) Splays at cross-road intersections appropriate to allow for the construction of a roundabout at such intersections,
 - f) Splays, a minimum of 3 metres by 3 metres unless required otherwise, at all intersections of the local road network, and
 - g) Street names complying with the requirements of the Department of Environment and Primary Industry's "Guidelines for Geographic Names 2010".
 12. Prior to the lodgement of engineering construction plans and specifications, a functional layout plan for the stage of subdivision must be submitted to and approved by the Responsible Authority. When approved the functional layout plan will be endorsed and will then form part of the permit. The functional layout plan must be drawn to scale with dimensions and an electronic copy (PDF) provided. The functional

layout plan must incorporate the following:

- a) A fully dimensioned subdivision layout, including proposed street names, approximate lot areas, lot numbers and widths of street reservations.
 - b) Topography and existing features, including contours for the subject land and any affected adjacent land.
 - c) The location of all trees (or group of trees) existing on the site, including dead trees and those that overhang the site from adjoining land.
 - d) Details of tree protection zones (TPZs), for all trees to be retained on site (if any).
 - e) Any trees proposed for removal from the site clearly designated.
 - f) Typical cross-sections for each street type, dimensioning individual elements, services offsets and street trees.
 - g) The proposed location for the relocation of the bus stop and shelter in Coalville Road in accordance with the requirements of Public Transport Victoria.
 - h) Details of intersection treatments and traffic calming measures in accordance with Latrobe City Council's Design Guidelines and Austroads' Guide to Traffic Management.
 - i) The provision of roundabouts at all cross-road intersections.
 - j) A table of offsets for all utility services (including fibre optic conduit) and street trees.
 - k) Location and alignment of kerbs, indented parking spaces, footpaths, shared paths, bus stops, line marking and traffic controls.
 - l) The proposed minor drainage network.
 - m) Preliminary location of reserves for electrical kiosks;
 - n) Works external to the subdivision, including both interim and ultimate access requirements.
 - o) Intersections with roads external to the subdivision.
13. The provision of entrance features to the development such as estate signage shall not be located within any road or public open space reserves unless with the written agreement of the Responsible Authority.
14. Utility service substations, kiosk sites and the like must not be located on

any land identified as public open space or land to be used for any municipal purpose unless with the written agreement of the Responsible Authority.

15. Prior to the certification of the plan of subdivision associated with each stage of the subdivision, a Site Management Plan shall be submitted to and approved by the Responsible Authority. When approved, the Site Management Plan will be endorsed and will then form part of the permit. The Site Management Plan must include:
 - a) Traffic management measures - the plan must detail measures proposed to protect and maintain vehicle use of the existing road system and pedestrians using existing footpaths adjacent to the development, how site access will be obtained, how construction vehicles will access and egress the site and the management of public access to the site. The plan must include details of all signage on adjacent roads.
 - b) Construction management measures - the plan must outline how issues such as deliveries, noise, mud on roads, and dust generation will be managed onsite during the construction phase. Details of a contact person/site manager must also be provided, so that this person can be easily contacted should any issues arise.
 - c) An environmental management plan for the works detailing techniques for erosion prevention, temporary drainage and sediment control measures and vegetation protection during the construction of the works and post construction. Reference should be made to the Environment Protection Authority's publication 960 '*Doing it right on subdivisions*'.
 - d) Cultural protection issues – the plan must demonstrate how the recommendations of any Cultural Heritage Management Plan applying to the land are to be carried out.
16. Control measures in accordance with the approved Site Management Plan shall be employed throughout the construction of the works to the satisfaction of the Responsible Authority. The Responsible Authority must be kept informed in writing of any departures from the Site Management Plan. If in the opinion of the Responsible Authority the departure from the approved plan is significant then an amended plan must be submitted to and approved by the Responsible Authority. The approved measures must be carried out continually and completed to the satisfaction of the Responsible Authority.
17. Polluted drainage must be treated and/or absorbed on the lot from which it emanates to the satisfaction of the Responsible Authority. Polluted drainage must not be discharged beyond the boundaries of the lot from

which it emanates or into a watercourse or easement drain.

18. Unless otherwise required in this permit, all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, shall be maintained by the operator of this permit for a period of three months from the date of practical completion of the works. Maintenance of the works shall include all inspections required in accordance with Latrobe City Council's Road Management Plan. At the end of this maintenance period, a Defects Liability Period of nine months shall then apply to the works at the end of which time Final Completion of the works will be issued.
19. Prior to the certification of the plan of subdivision and for each subsequent stage, detailed engineering plans and specifications must be submitted to the satisfaction of and approved by the Responsible Authority. The engineering plans must be generally in accordance with the approved Functional Layout Plans. 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 electronic copies in both PDF and DWG formats must be provided. The plans must include:
 - a) Design and construction of all new roads including connections to existing roads. Roads shall be designed and constructed in accordance with the endorsed plans and Latrobe City Councils "Design guidelines".
 - b) Construction of a "BAR type" right turning lane and a "BAL type" left turning lane at the proposed intersection on Coalville Road and the proposed intersection on Borrmans Street. The turning lanes must be provided in accordance with the Austroads "Guide to Road Design".
 - c) Temporary vehicle turnarounds at the ends of streets to be continued in future stages, including a low maintenance sealed surface. Turning areas must be a minimum of 20 metres in diameter.
 - d) Concrete footpaths along both sides of all proposed streets, unless otherwise required and 2.5 metre minimum width concrete shared pedestrian/bicycle paths through all reserves to be provided in accordance with Latrobe City Council's Design Guidelines and the endorsed plans.
 - e) Underground piped drainage to each lot and provision of over-land surcharge routes and cut-off drains. Drainage plans must include hydraulic computations. The stormwater drainage system must:
 - i) Be designed to take the 1 in 5 year ARI storm event,
 - ii) Meet the current best practice performance objectives for

stormwater quality as contained in the "Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999" as amended,

- iii) Ensure that flows downstream of the subdivision site are restricted as proposed in the endorsed Stormwater Management Plan.

- f) Provisions shall be made for stormwater from all storm events greater than the 1 in 5 year event and up to and including the 1 in 100 year ARI storm event including:
 - i) Provision of over-land stormwater surcharge routes and cut-off drains for the safe and effective passage of stormwater flows arising from both within the development and from areas upstream of the development.
 - ii) All new and existing lots should be free from inundation.
 - iii) All streets, footpaths and cycle paths that are subject to flooding must meet the safety criteria $d_a v_{ave} < 0.35 \text{ m}^2/\text{s}$ (where d_a = average depth in metres and v_{ave} = average velocity in metres per second).

- g) Construction of wetland/stormwater detention areas generally as proposed in the approved stormwater management plan. The wetlands shall be designed to achieve the following objectives for environmental quality as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999:
 - i) 80% retention of the typical annual load of suspended solids;
 - ii) 45% retention of the typical annual load of total phosphorus;
 - iii) 45% retention of the typical annual load of total nitrogen; and
 - iv) 70% retention of the typical annual load of gross pollutants.

The proposed wetlands/stormwater detention area must be constructed to ensure that the bed of the internal edges of any water body are graded to achieve a maximum water depth of 0.2m for a minimum distance of 3 metres in from the water's normal edge before becoming steeper or achieve the alternatives specified in "WSUD Engineering Procedures: Stormwater (Melbourne Water 2005), Clause 10.3.2.3 Cross sections" or equivalent standards applicable at the time to the satisfaction of the Responsible Authority.

- h) Appropriate intersection treatments and traffic calming measures in accordance with Latrobe City Council's Design Guidelines and Austroads' Guide to Traffic Management.

- i) The provision of roundabouts at all cross intersections. Roundabouts must be designed in accordance with Austroads "Guide to Road Design".

- j) The relocation of the existing bus stop and shelter in Coalville Road in accordance with the requirements of Public Transport Victoria.
 - k) A paved area clear of the road shoulder for the placement of bins for the collection of wastes and recyclables for lots 47, 48 and 96 to 102.
 - l) Street lighting in accordance with Australian Standard AS1158, along all new roads and all new shared paths and upgraded street lighting at the locations of proposed intersection works external to the development and along all those sections of external roads where access is obtained directly to lots in the development.
 - m) All traffic signage, street name signage and road pavement line marking.
 - n) High stability permanent survey marks at locations in accordance with Latrobe City Council's Design Guidelines, levelled to the Australian Height Datum and coordinated to the Map Grid of Australia (MGA94).
20. Before a Statement of Compliance is issued for each relevant stage of this subdivision under the Subdivision Act 1988, the operator of this permit must construct road works, drainage and other civil works to the satisfaction of the Responsible Authority, in accordance with the engineering plans and specifications approved by the Responsible Authority and must include:
- a) All proposed new roads in accordance with Latrobe City Council's Design Guidelines.
 - b) The construction of BAR/BAL treatments at the proposed intersection on Coalville Road and at the proposed intersection on Borrmans Street.
 - c) Concrete footpaths along both sides of all proposed streets and shared pedestrian/bicycle paths through all reserves to be provided in accordance with Latrobe City Council's Design Guidelines and the endorsed plans.
 - d) Intersection treatments and traffic calming measures.
 - e) The provision of roundabouts at all cross-road intersections.
 - f) Underground piped drainage to convey stormwater from each lot to the legal point of discharge for the 1 in 5 year ARI storm event.
 - g) Works to ensure that flows downstream are in accordance with the approved stormwater management plan.
 - h) Works to ensure the stormwater management system meets current

best practice performance objectives for stormwater quality.

- i) Provisions for stormwater from all storm events greater than the 1 in 5 year event and up to and including the 1 in 100 year ARI storm event including:
 - i) Provision of over-land stormwater surcharge routes and cut-off drains for the safe and effective passage of stormwater flows.
 - ii) Arrangements for the capture of overland stormwater flows from adjacent upstream areas not previously developed.
 - iii) All new and existing lots should be free from inundation.
 - iv) All streets, footpaths and cycle paths that are subject to flooding must meet the safety criteria $v_{ave} < 0.35 \frac{m^2}{s}$ (where d_{ave} = average depth in metres and v_{ave} = average velocity in metres per second).
 - j) Earthworks within the development to ensure that vehicle access can be obtained to each proposed allotment.
 - k) The relocation of the existing bus stop and shelter in Coalville Road in accordance with the requirements of Public Transport Victoria.
 - l) A paved area clear of the road shoulder for the placement of bins for the collection of wastes and recyclables for lots 47, 48 and 96 to 102.
 - m) Street lighting along all new roads and shared paths and upgraded street lighting at the locations of proposed intersection works and along all those sections of external roads where access is obtained directly to lots in the development.
 - n) All traffic signage, street name signage and road pavement line marking.
 - o) The installation and registration of high stability permanent survey marks.
 - p) Provision of temporary vehicle turnarounds with a low maintenance sealed surface, at the end of all streets proposed to be continued in a later stage of the development where there are new lots with frontage onto the completed sections of those streets.
21. Before a Statement of Compliance is issued for each relevant stage of this subdivision under the Subdivision Act 1988, the operator of this permit must construct fences in accordance with the approved landscape plans, along all allotment boundaries abutting reserves.

22. Prior to the issue of a Statement of Compliance under the Subdivision Act 1988 for any stage of this subdivision that creates allotments for which carriageway easements are created in favour of those allotments, the owner of the land must enter into an agreement with the Responsible Authority 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. The operator of this permit must pay the reasonable costs of the preparation, execution and registration of the Section 173 Agreement. The agreement must provide for:
- a) How, when, to what standard and at whose cost shared vehicle accessways will be constructed;
 - b) How the liability for costs will be shared for the maintenance of the shared vehicle accessways;
 - c) A description of the standard to which the shared vehicle accessways shall be maintained including how often inspections will be undertaken, maintenance intervention levels and response times for maintenance works;
 - d) What documentation is required with regard to inspections and repairs; and
 - e) Who shall be required to arrange the maintenance inspections and any maintenance works and who is required to retain a written record of the date of inspections and any repairs undertaken.
23. Before a Statement of Compliance is issued for any stage of this subdivision under the Subdivision Act 1988, the operator of this permit must pay to Latrobe City Council:
- a) For all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, an engineering plan checking fee of an amount equivalent to 0.75% of the estimated cost of constructing the works proposed on the engineering plans,
 - b) For all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, an amount equivalent to 2.5% of the estimated cost of constructing the works which are subject to supervision, and
 - c) The sum of \$175 per 20 metres of street length or per lot frontage (whichever provides for the greater number of street trees), for the provision of street trees along all streets where street trees are not planted by the operator of this permit.
24. Before a Statement of Compliance is issued for any stage of this subdivision under the Subdivision Act 1988, the operator of this permit

must provide to the satisfaction of the Responsible Authority:

- a) Final as-built plans for all works to become the responsibility of Latrobe City Council at the expiry of the maintenance period, in an electronic format complying with A-Spec requirements, levelled to the Australian Height Datum and coordinated to the Map Grid of Australia (MGA94).
 - b) Certification by a licensed surveyor of the registration of all constructed Permanent Survey Marks.
 - c) A plan certified by a licensed surveyor showing the extent and depth of fill in excess of 300 mm placed on all land within or abutting the subdivision.
 - d) Written records of all inspections undertaken during the maintenance period for the works, in accordance with the requirements of Latrobe City Council's Road Management Plan, any defects identified during those inspections and the date and time of rectification of the defects.
25. The operator of this permit must maintain to the satisfaction of the responsible authority, all water sensitive urban design (WSUD) devices constructed under this permit for a period of two (2) years. The maintenance period shall commence on the date the construction of the WSUD devices is certified by the Responsible Authority as practically complete. The maintenance of water sensitive urban design (WSUD) devices constructed under this permit must include full routine maintenance works including monthly, quarterly and annual inspections, weed removal, sediment clean out, litter management and remedial works as prescribed in the approved WSUD maintenance plan. The operator of this permit must provide copies to the Responsible Authority within one (1) calendar month of each inspection, of all maintenance inspection forms completed for each inspection, any defects identified and the date and time rectification works were completed. Any defects occurring during the maintenance period shall be rectified by the operator of this permit to the satisfaction of the Responsible Authority.
26. Before a Statement of Compliance is issued for this subdivision under the Subdivision Act 1988, the maintenance period for all works to become the responsibility of Latrobe City Council, must be completed to the satisfaction of the Responsible Authority unless an arrangement to secure compliance with this condition has been agreed to in writing by the Responsible Authority under Section 21(1)(b)(ii) of the Subdivision Act 1988.
27. The subdivision may be completed in stages. Each stage must be to the satisfaction of the Responsible Authority. The stages may include or

require drainage or other works outside the physical bounds of any lots in any stage.

Telco Condition

28. The owner of the land must enter into an agreement with:
- a) a telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time; and
 - b) a suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

Before the issue of a Statement of Compliance for any stage of the subdivision under the Subdivision Act 1988, the owner of the land must provide written confirmation from:

- c) a telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider's requirements and relevant legislation at the time; and
- d) a suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

CHMP

29. All works onsite must be conducted as per the requirements of approved CHMP No.: 12219

SPI Ausnet Condition

30. The operator of this permit must meet the requirements of SPI Electricity Pty Ltd in that, prior to the issues of Certification/Statement of Compliance, they:
- a) The plan of subdivision submitted for certification must be referred to SPI Electricity Pty Ltd in accordance with Section 8 of the Subdivision Act 1988.
 - b) Enter in an agreement with SPI Electricity Pty Ltd for supply of

electricity to each lot on the endorsed plan.

- c) Enter into an agreement with SPI Electricity Pty Ltd for the rearrangement of the existing electricity supply system.
- d) Enter into an agreement with SPI Electricity Pty Ltd for rearrangement of the points of supply to any existing installations affected by any private electric power line which would cross a boundary created by the subdivision, or by such means as may be agreed by SPI Electricity Pty Ltd.
- e) Provide easements satisfactory to SPI Electricity Pty Ltd for the purpose of "Power Line" in the favour of "Electricity Corporation" pursuant to Section 88 of the Electricity Industry Act 2000, where easements have not been otherwise provided, for all existing SPI Electricity Pty Ltd electric power lines and for any new power lines required to service the lots on the, endorsed plan and for abutting land.
- f) Obtain for the use of SPI Electricity Pty Ltd any other easement required to service the lots;
- g) Adjust the position of any existing SPI Electricity Pty Ltd easement to accord with the position of the electricity line(s) as determined by survey.
- h) Set aside on the plan of subdivision Reserves for the use of SPI Electricity Pty Ltd for electric substations.
- i) Provide survey plans for any electric substations required by SPI Electricity Pty Ltd and for associated power lines and cables and executes leases for a period of 30 years, at a nominal rental with a right to extend the lease for a further 30 years SPI Electricity Pty Ltd requires that such leases are to be noted on the title by way of a caveat or a notification under Section 88 (2) of the Transfer of Land Act prior to the registration of the plan o subdivision.
- j) Provide to SPI Electricity Pty Ltd a copy of the plan of subdivision submitted for certification that shows any amendments that have been required.
- k) Agree to provide alternative electricity supply to lot owners. and/or each lot until such time as permanent supply is available to the development by SPI Electricity Pty Ltd.
- l) Ensure that all necessary auditing is. completed to the satisfaction of SPI Electricity Pty Ltd to allow the new network assets to be safely connected to the distribution network

Gippsland Water Condition

- 31. The operator of this permit must meet the requirements of Gippsland Water in that, prior to the issues of Certification/Statement of Compliance, they:
 - a) Pay New Customer Contributions to Gippsland Water for water and wastewater service(s) provided to each lot created by this development. These charges are based on Gippsland Water's rates

at the time of payment and are associated with additional infrastructure that Gippsland Water will be required to operate and maintain to ensure ongoing servicing of this development.

- b) Ensure that the owner of the land enters into a formal agreement with the Central Gippsland Region Water Corporation, under the Corporation's Land Development system, for the complete construction of works necessary for the provision of water supply and sewerage services to all lots of the subdivision. Pay to Gippsland Water any fees and contributions and satisfy all conditions pertaining to the aforementioned agreement.
- c) Provide water and wastewater services to Gippsland Water's minimum supply standards, unless otherwise agreed with by Gippsland Water.
- d) Design plans to be submitted outlining the size and the location of the proposed works to determine where easements will be required.
- e) Install separate water services and sewage disposal connections to the satisfaction of Gippsland Water. As Constructed details showing the location of the installed services are required to be submitted to Gippsland Water. Create easements for Pipeline or Ancillary Purposes and/or Reserves in favour of the Central Gippsland Region Water Corporation over all existing and proposed water and sewerage works located within the subdivision.
- f) Any plan of subdivision of the subject land lodged for certification shall be referred to Gippsland Water under Section 8(1) of the Subdivision Act 1988.

ADVICE NOTES FOR INCLUSION IN THE PLANNING PERMIT WATER

- g) Simple water main extensions that interconnect with the existing 150 mm water main in Coalville Road and 100mm water main in Borrmans Road.

SEWER

- h) Simple sewer main extensions into the existing 150mm and 225mm sewer/s.

WGCMA condition

32. The operator of this permit must meet the requirements of West Gippsland Catchment Management Authority (WGCMA) in that, prior to the issues of Certification/Statement of Compliance, they:
- a) Prior to the issue of a Statement of Compliance, a Waterway Management Plan must be developed, to the satisfaction of the West Gippsland Catchment Management Authority. The Waterway

Management Plan must provide for a significant improvement in the ecological health of the waterway, and must include a landscape plan for revegetation of the reserves and a maintenance plan detailing the short, medium and long term actions and agencies/developers responsible for each stage.

33. The operator of this permit must meet the requirements of Country Fire Authority (CFA) in that, prior to the issues of Certification/Statement of Compliance, they:
- A) Before the plan of subdivision is certified under the *Subdivision Act 1988* for any stage in the subdivision the BUSHFIRE CONSIDERATIONS PLAN to the satisfaction of Country Fire Authority (CFA) and the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and then form part of the permit.
 - B) Before the plan of subdivision is certified under the *Subdivision Act 1988* for any stage in the subdivision, the i) LANDSCAPE CONCEPT, and ii) OPEN SPACE PLAN (RESERVES) PLANS to the satisfaction of the CFA and the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and then form part of the permit.
 - C) The BUSHFIRE CONSIDERATIONS PLAN, LANDSCAPE CONCEPT AND OPEN SPACE PLANS which are endorsed under this permit must not be altered unless with the written consent of the CFA and the Responsible Authority.

MANDATORY CONDITION (as per Clause 44.06-4)

- D) Before the statement of compliance is issued under the *Subdivision Act 1988* the owner must enter into an agreement with the responsible authority under 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. The agreement must set out the following matters:
 - That it has been prepared for the purpose of an exemption from a planning permit under Clause 44.06-1 of this planning scheme.
 - The building envelope and defendable space envelope to achieve the Bushfire Attack Level approved under this permit.
 - Vegetation management requirements and arrangements suitable to implement and maintain the defendable space approved under this permit.
 - The access and water supply requirements approved under this permit.
- E) The land owner must pay the reasonable costs of the preparation,

execution and registration of the Section 173 agreement.

Additional matters that must be set out in Section 173 Agreement

- F) To give effect to the requirements of clause 44.06-4 of the Latrobe City Planning Scheme, and the above condition, the Section 173 Agreement prepared in accordance with clause 44.06-4 must:
- a) 6.1 Explicitly exclude the option to vary the requirements of the agreement through another planning permit.
 - b) 6.2 Specify that all land shown within lot boundaries on the BUSHFIRE CONSIDERATIONS PLAN endorsed under this permit must at all times, and regardless of whether a dwelling is located on the land, be maintained to the defendable space requirements of this permit.
 - c) 6.3 Specify that before the occupation of a dwelling starts on each lot in the subdivision:
 - i) A static water supply dedicated for fire-fighting purposes must be provided on the lot which complies with the requirements of this permit.
 - ii) Include the detailed requirements of this permit relating to defendable space, building construction and static water supply within the covenants of the agreement.
 - iii) Specify that the bushfire protection measures which form part of the Section 173 Agreement, planning permit and endorsed plans, including those relating to construction standards (BAL), defendable space and water supply must be maintained to the satisfaction of the Responsible Authority on a continuing basis.
 - iv) Include the BUSHFIRE CONSIDERATIONS PLAN endorsed under this permit as an annexure to the agreement.
 - v) Include a copy of this permit as an annexure (including the plan labelled
 - vi) 'Bushfire Considerations' prepared by NBA Group / Millar Merrigan Ref: 15703P4 Version 4 Dated January 2014) to the section 173 agreement.

BUILDING CONSTRUCTION

- G) The construction of any dwelling or dependent person's unit on each lot in the subdivision must comply with no lesser than the following Bushfire Attack Level (BAL) in accordance with the relevant sections of AS3959-2009:
- a) 7.1 For lots designated BAL 12.5 Building Envelope on the Bushfire Considerations Plan 15703P4 – BAL 12.5.
 - b) 7.2 For lots designated BAL 19 Building Envelope on the Bushfire Considerations Plan 15703P4 – BAL 19.

DEFENDABLE SPACE

H) Vegetation on the land must at all times be maintained to at least the following standard:

An Inner Zone: being the area designated as a:

- BAL 12.5 Building Envelope; or a
- BAL 19 Building Envelope and extending 35 metres from a BAL 19 Defendable Space line as recorded on the Bushfire Considerations Plan 15703P4 or to the property boundary, whichever is the lesser distance;

- a) 8.1 Within 10 metres of a building, flammable objects such as plants, mulches and fences must not be located close to vulnerable parts of the building such as windows, decks and eaves.
- b) 8.2 Trees must not overhang the roofline of the building, touch walls or other elements of a building.
- c) 8.3 Grass must be no more than 5 centimetres in height and all leaves and vegetation debris are to be removed at regular intervals.
- d) 8.4 Shrubs must not be planted under trees and separated by at least 1.5 times their mature height.
- e) 8.5 Plants greater than 10 centimetres in height at maturity must not be placed directly in front of a window or other glass feature.
- f) 8.6 Tree canopy separation of 2 metres and the overall canopy cover of no more than 15 per cent at maturity.
- g) 8.7 Tree branches below 2 metres from ground level must be removed.

An Outer Zone extending 18 metres from the inner zone – or to the property boundary whichever is the greater distance)

- h) 8.8 Grass must be no more than 10 centimetres in height and leaf and other debris mowed, slashed or mulched.
- i) 8.9 Shrubs and/or trees must not form a continuous canopy.
- j) 8.10 Tree branches below 2 metres from ground level must be removed.
- k) 8.11 Trees may touch each other with an overall tree canopy cover of no more than 30 percent at maturity.

- l) 8.12 Shrubs must be in clumps of no greater than 10 square metres, which are separated from each other by at least 10 metres.

WATER SUPPLY

- l) Prior to the occupation of any dwelling, a static water supply must be provided on the lot subject to development. A static water supply must meet the following requirements:
 - a) For lots of a size less than 1650m² – the water supply must have a minimum capacity of 5,000 litres that is maintained for firefighting purposes for the occupier of the lot.
 - b) For lots of a size greater than 1650m² – the water supply must have a minimum capacity of 10,000 litres that is maintained for firefighting purposes, has suitable access for a CFA fire truck to within 4m of an on tank connection being a CFA-3TPI male fire brigade coupling with a minimum 64mm control valve.
 - c) The water supply must be stored in an above ground water tank constructed of concrete, steel or corrugated iron; and o The water supply must be located within 60 metres of the outer edge of the dwelling (including any obstructions).
 - i) The water supply outlet/s must be attached to the tank and must face away from the building to enable access during emergencies.
 - ii) All pipework between the water supply and the outlet/s must be a minimum of 64 mm nominal bore.
 - iii) All fixed above-ground water pipelines and fittings must be of non-corrodible and non-combustible materials.
 - iv) The water supply outlet must not be obstructed by vegetation, buildings, fences or other structures.
 - v) A sign displayed on or adjacent to the tank that indicates the water supply for fire fighting purposes and which specifies the capacity of the tank for fire fighting. The sign must be in upper case lettering not less than 75 mm in height and must be in fade-resisting lettering in a contrasting colour with that of the background.

EMERGENCY ACCESS WITHIN SPECIFIED RESERVES

- J) Prior to the statement of compliance for the subdivision, emergency vehicle access must be provided in accordance with the *'Bushfire Considerations'* and *'Landscape Concept'* plans, to permit a fire fighting appliance trafficable access from and to the public roadway via the central and northern reserves of the development.

- K) Emergency vehicle access must comply with the following minimum requirements (including any gates, bridges and culverts):
- a) Curves in the access way must have a minimum inner radius of 10 metres.
 - b) The average grade must be no more than 1 in 7 (14.4 percent) (8.1 degrees) with a maximum of no more than 1 in 5 (20 percent) (11.3 degrees) for no more than 50 metres.
 - c) Dips must have no more than a 1 in 8 (12.5 percent) (7.1 degrees) entry and exit angle.
 - d) Designed, constructed and maintained for a load limit of at least 15 tonnes and be of all-weather construction.
 - e) Have a minimum trafficable width of 3.5 metres and be substantially clear of encroachments for at least 0.5 metres on the western side.
 - f) Be clear of encroachments 4 metres vertically.

Environment Condition

- 34 In order to offset the removal of 4 scattered trees approved as part of this permit, the applicant must provide a native vegetation offset that meets the following requirements, and is in accordance with the Permitted clearing of native vegetation – Biodiversity assessment guidelines and the Native vegetation gain scoring manual:

The offset must:

- contribute gain of 0.018 general biodiversity equivalence units
- be located within the West Gippsland Catchment Management Authority boundary or Latrobe municipal district
- have a strategic biodiversity score of at least 0.106

Before any native vegetation is removed, evidence that an offset has been secured must be provided to the satisfaction of the responsible authority. This offset must meet the offset requirements set out in this permit and be in accordance with the requirements of Permitted clearing of native vegetation – Biodiversity assessment guidelines and the Native vegetation gain scoring manual. Offset evidence can be either:

- a security agreement, to the required standard, for the offset site or sites, including a 10 year offset management plan.
- a credit register extract from the Native Vegetation Credit Register.

Prior to the issue of a Statement of Compliance pursuant to the Subdivision Act 1988, the owner must 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 Register of Titles to have the agreement registered on the title to the land under section 181 of the Act, which provides that the remnant patch of native vegetation shown in the south-western corner of the property as shown in the

endorsed plans must be permanently protected.

The Agreement must state:

- i. Native Vegetation identified to be retained in accordance with the endorsed plans must not be removed, lopped or destroyed
- ii. Native Vegetation identified to be retained in accordance with the endorsed plans must not be cleared for the installation or provision of services to the subdivision
- iii. All development is to be sited so that the native vegetation as identified to be retained on the endorsed plans are not disturbed or damaged
- iv. There must be no temporary or permanent storage of any materials, vehicles or equipment within the buffer zone* around native vegetation identified to be retained in accordance with the endorsed plans
- v. There must be no earthworks or excavation within the buffer zone* around native vegetation identified to be retained in accordance with the endorsed plans.
- vi. Permanent protection measures for the remnant patch of native vegetation must include the following requirements as a minimum:
 - a) Fencing and foregoing entitlement to graze domestic stock
 - b) Ensure no further spread of weeds
 - c) Foregoing entitlement to cut trees for personal use
 - d) Foregoing entitlement to collect fallen timber

The owner/applicant must pay the reasonable costs of the preparation, execution and registration of the agreement.

Prior to Statement of Compliance issued the Applicant/Owner must provide Council with a copy of the dealing number issued by the Titles Office. Once titles are issued Council requires the Applicant or its legal representative to provide either:

- i. a current title search; or
- ii. a photocopy of the duplicate certificate of Title as evidence of registration of the section 173 agreement on title.

Expiry Condition

35. This permit will expire if:
- a) The plan of subdivision for the first stage is not certified within two years of the date of this permit, or
 - b) The plan of subdivision for the last stage of the subdivision is not certified within ten years of the date of this permit, or
 - c) The registration of the last stage of subdivision is not completed within five years of the certification of that plan of subdivision.

ALTERNATE MOTION

That Council defers to the next possible Council Meeting to allow consideration of the Planning Permit (reference 2013/7) for a staged subdivision of the land and removal of native vegetation at Lot A on PS329607, Coalville Road, Moe to allow for further consultation with the applicant in relation to:

1. A 30m buffer on either side of the designated waterway with an expanded buffer at the floodplain end consistent with the State Planning Policy Framework Clause 14.02-1 Catchment Planning and Management
2. Stormwater run-off being treated prior to entering into the designated waterway, during construction and afterwards.
3. A survey being conducted to ascertain the presence of dwarf galaxias.
4. Removal of proposed lots 77 to 90 (inclusive) on the western side of the proposed drainage reserve.
5. Environmental parameters to be considered as potential conditions of any planning permit.

Moved: Cr Gibbons
Seconded: Cr O'Callaghan

That the Recommendation be adopted.

For the Motion

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

Against the Motion

Councillor Rossiter.

The Mayor confirmed that the Motion had been CARRIED

16.5

Planning permit application 2013/7, Staged Subdivision of Land and Removal of Native Vegetation, Coalville Road, Moe

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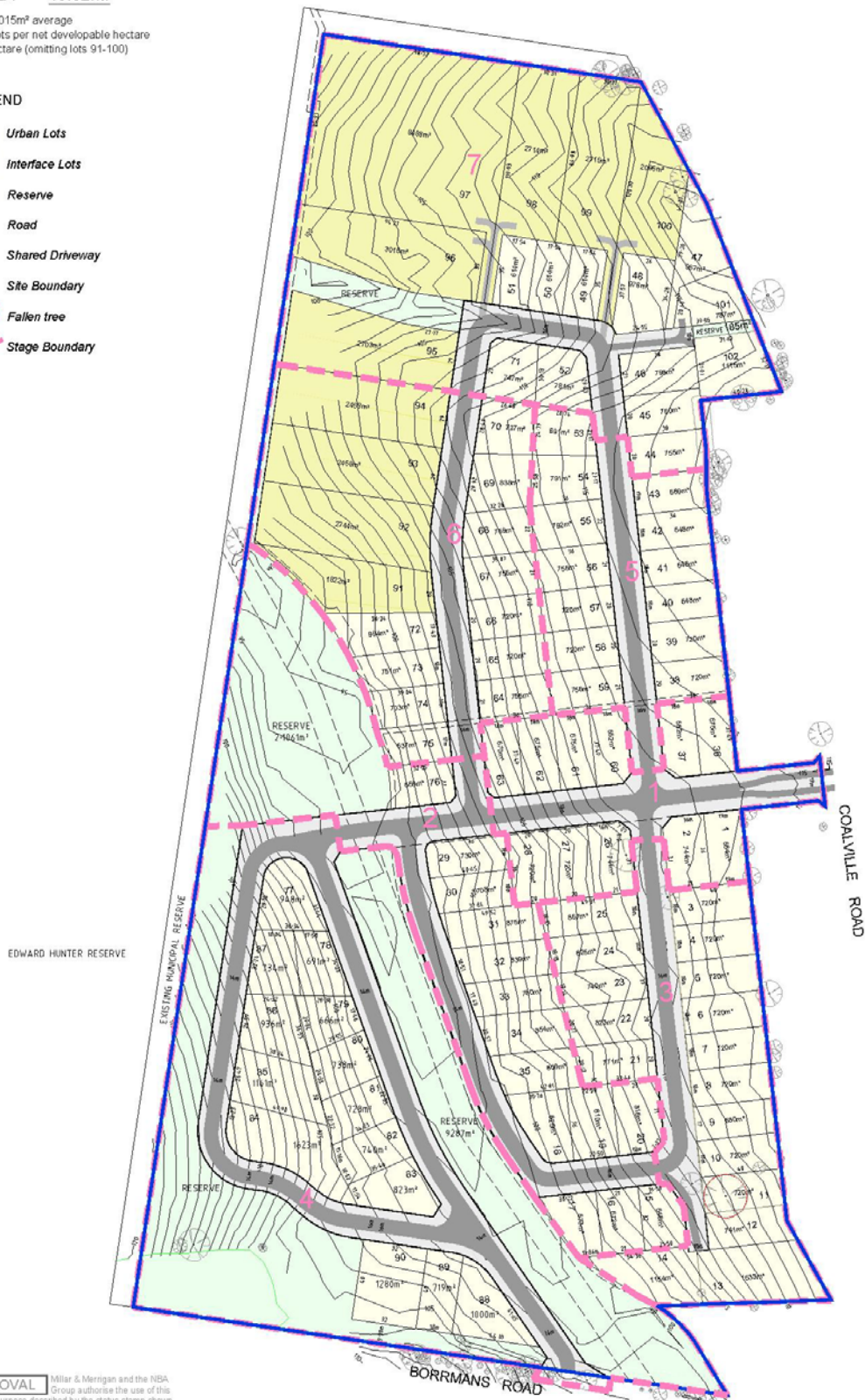


SITE AREA 16.32ha

- 102 Lots @ 1015m² average
- Overall 7.7 Lots per net developable hectare
- 9 Lots per hectare (omitting lots 91-100)

LEGEND

- Urban Lots
- Interface Lots
- Reserve
- Road
- Shared Driveway
- Site Boundary
- Fallen tree
- Stage Boundary



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PROPOSED SUBDIVISION



COALVILLE ROAD, MOE 3825
 LATROBE CITY COUNCIL

15703T1
 VERSION 1
 Nov. 2013

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Metro 2/126 Merrindale Drive, Croydon 3136
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Mail 156 Commercial Road, Morwell 3940
M 0418 402 240 **T** (03) 5143 0340
F (03) 5143 1244
 nick@nbagroup.com.au
 nbagroup.com.au

History of Application

20 December 2012	Application received
11 February 2013	Further information requested
18 March 2013	It was agreed to delay responding to FIR and cancel the meeting with the CFA (scheduled for 19 March) until comments from Council's Environment Department were obtained
29 April 2013	Response to further information request
10 May 2013	Site Meeting held between NBA and Council to clarify questions raised by Council and allow Council to inspect the site before they required more changes
22 May 2013	Application referred to CFA only
4 July 2013	Objection received from the CFA
30 July 2013	Application referred and advertising noting a number outstanding requirements that were required to be addressed
12 September 2013	Mediation meeting held
2 December 2013	Further information response received
17 December 2013	Letter to the applicant detailing that information was still outstanding
20 January 2014	Application re-referred to the CFA
04 February 2014	Response from the CFA, no objection subject to conditions

Latrobe Planning Scheme

State Planning Policy Framework:

- Clause 11.02-1 Supply of Urban Land
- Clause 11.05-4 Regional Planning Strategies and Principles
- Clause 15.01-1 Urban Design
- Clause 15.01-4 Design for Safety
- Clause 15.01-5 Cultural Identity and Neighbourhood Character
- Clause 15.02-1 Energy and Resource Efficiency
- Clause 16 Housing

Municipal Strategic Statement:

- Clause 21.01 – Municipal Profile
- Clause 21.02 – Municipal Vision
- Clause 21.4 – Built Environment Sustainability
- Clause 21.05 – Main Towns
- Clause 21.08 - Liveability

Zoning:

The subject site is zoned Residential 1 Zone.

Overlays:

The subject site is affected by the Bushfire Management Overlay.

Particular Provisions:

- Clause 52.47 Bushfire Protection: Planning Requirements
- Clause 56

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.



Latrobe Valley Field Naturalists Club Inc.

PRESIDENT: Mr David Stickney
david.stickney@westnet.com.au

SECRETARY: Ms. Wendy Savage
email: wsavage@dcsi.net.au

Incorporation No. A0005323T
ABN 86 752 280 972

P.O. BOX 1205,
MORWELL. 3840.

The Responsible Authority, Statutory Planning
Latrobe City Council
PO Box 264
Morwell 3840

20 August 2013

Dear Sir/Madam

Re: Application Reference Number 2013/7 for multi-lot staged subdivision and native vegetation removal, Coalville Road Moe

The above planned subdivision has come to our attention and we have some concerns as to how it may impact on the Edward Hunter Reserve.

The Latrobe Valley Field Naturalists have had a long association with the reserve, regularly conducting excursions there to enjoy and record its flora and fauna. The list of birds and plants on the large interpretive sign in the Coalville Rd carpark has been provided by our club.

Moe is very fortunate to have such a large reserve (57 hectares) within its residential area, but the density of houses around most of its boundary has a negative impact on the natural values of the reserve with weeds, roaming domestic animals and water drainage problems as the main impacts.

The proposed subdivision will destroy one of the last protective areas adjoining the reserve, which presently acts as a buffer and wildlife corridor into the reserve, being itself close to large blocks of land with quite good habitat.

Because the proposed subdivision is so close to the main creeks and fern gully, which are already compromised by an artificial drainage system which diverts water away from them, removing the natural drainage into the reserve from this 16 hectare area to be developed will exacerbate the problem.

We would like to see council reconsider this medium density development (109 blocks on 16.32 hectares) in favour of a low density development. This would better allow the area to continue to serve its present function of an important buffer on one side of the reserve.

We would also recommend council consider including a requirement for garden plantings in line with the Latrobe City's garden weeds advice (Ref: Grow Me Instead – a guide for gardeners in the Gippsland area), and domestic animal controls on the development, which is frequently a requirement of developments adjoining sensitive areas.

Wendy Savage,
Secretary, LVFNC Inc

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Edward Hunter Heritage Bush Reserve Committee of Management
PO Box 204,
Moe 3825

The Responsible Authority, Statutory Planning
Latrobe City Council

16 August 2013

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We wish to lodge objections and state concerns in regard to the proposed subdivision development of Coalville Road, Application Reference Number 2013/7, adjoining the Edward Hunter Heritage Bush Reserve in Moe – that is, 109 residential allotments.

The Edward Hunter Heritage Bush Reserve (EHHBR) is a conservation reserve and is Crown land which has been set aside into perpetuity for the use and recreation of the public. It contains significant Ecological Vegetation Classes: Lowland Forest, which is classified as Vulnerable, and Fern Swamp, which is classified as Endangered. The proposed development, should it proceed, will have the effect of totally enclosing the EHHBR with housing. This will be disastrous for the EHHBR ecosystem, already under pressure from suburbia on the three other sides.

Latrobe's Planning Scheme, clause 21.03-3 'Native Vegetation and Biodiversity Overview', clearly indicates strategies that include "enhancing the quality and quantity of remnant vegetation by controlling threatening processes, development plans, providing incentives and encouraging community involvement", "encouraging the development of wildlife corridors and links across the municipality" and "connecting native vegetation to reduce fragmentation" are to be realised. Further, it includes the strategy to "encourage more bushland reserves on public and private land." It is not apparent these strategies have been considered in the proposed development. This proposal lacks sufficient consideration of the impact on the EHHBR particularly in relation to overarching Municipal Strategic Statements such as Environmental Sustainability, Native Vegetation and Biodiversity and Wildfire.

- (1) The Public Conservation and Reserve Zone is not clearly marked into the plan for the proposed development. There needs to be, at a minimum, the application of a Conservation and Resource Zone of at least 30 m into the proposed development site from the fence line of the EHHBR, as per 36.03 of Victoria's Planning Provisions (VC77).
- (2) We support the application of the concept of defensible space, as recommended by Terramatrix, in the interests of future residents of the proposed development. However, the minimum stated 'fuel loadings' ascertained in Terramatrix's report cannot be guaranteed. The EHHBR is a conservation reserve which means the management focus is on ecological burning, rather than managing to a Bushfire Attack Level of 29 or less.

The tragic circumstances of widely destructive bushfires are still fresh in the community's memory and have been the subject of a Royal Commission. Allowing people to build so close to an established conservation reserve with a questionable minimum BAL is ill-considered. People's concerns about bushfire should not even arise because the buffer should be based on a maximum possible fire risk rather than a minimum one. Using the maximum possible fire risk in determining an appropriate buffer between the boundary of the Reserve and the new development will ensure consistency with Latrobe's Planning Scheme clause 21.03-8 strategy "to ensure that new land use and development does not increase the level of fire risk."

Should this proposed development go ahead, we have grave concerns about the pressure new owners will bring to bear on clearing or burning the EHHBR in order to preserve feelings of safety and risk-aversion. A case in point is the pressure being brought to bear on the noise effects of Essendon Airport – despite people having full knowledge of where they were building.

The EHHBR has been in existence since 1878 and consists of remnant vegetation of the significant Strzelecki Bioregion. This remnant cannot afford to lose any further ground or size. It cannot afford to suffer any further reversals to its biodiversity. Under such circumstances, unacceptable degradation will occur. These changes would also be inconsistent with clause 21.03-2 of the Latrobe Planning Scheme which has as an objective to "protect environmental assets as the top priority, enhance as the second priority, and consider replacement as a last resort."

The potential effects on community cohesion also need to be considered. Divisive perspectives can develop an energy of their own that will put further pressure on the EHHBR and its ecological objectives.

- (3) The waterway through the proposed development site is a significant water source for the EHHBR. The EHHBR has a reservoir and wetlands that supports a range of wildlife including native fish, birds and amphibians, as well as a diversity of flora and fungi. Water quality is important to the health of the EHHBR ecosystem.

The waterway is a registered waterway under the WGCMA, as acknowledged in the developer's proposed development plans.

The Ecological Assessment undertaken by Indigenous Designs does not reflect the presence of significant wildlife using this stream habitat (understandably as it was essentially a snap shot assessment) including a range of amphibians (including the Southern Toadlet, currently classified as 'vulnerable' in DSE's Victorian listing) and birds including the black-shouldered kite and the white-necked heron. It does, however, acknowledge the high conservation significance of the native patches colonising that waterway.

We note that the proposed development includes a waterway reserve. We also note that a 30 metre vegetated buffer zone on each side of the waterway should be implemented according to clause 14.02-1 of Natural Resource Management (State Planning Policy

Framework). This would, at a minimum, help address the "retention of the natural drainage function, stream habitat and wildlife corridors" stated under that Planning Scheme.

- (4) It is noted that a Traffic Impact Assessment was undertaken. It has, however, not considered the effect of increasing traffic, noise and light at night on the local fauna.

Terrestrial and arboreal fauna in this region tends to be more active at night. There is a history of increased road kills of local fauna with the introduction of Borrmans Street as a through road. The further increase in additional traffic volumes represented by the proposed development imposes further pressure on the ability of local fauna to survive in the EHHBR and to make use of wildlife corridors and dispersal routes to the south and east.

We suggest this could be mitigated by the installation of wildlife corridors under the road. The implementation of possum poles and ropes would also mitigate the effect of traffic on the local fauna.

- (5) We have concerns for the effect the increase in the amount of light, noise and human habitation of the proposed development will have on an already pressured wildlife. The negative effects of this urban pressure on wildlife are well documented and do not seem to have been considered in the proposed development plans.

At a minimum, an assessment of the impact of this proposed development on both the native vegetation and fauna in the adjoining Reserve needs to be undertaken.

- (6) Lastly, we are concerned about the decrease in amenity arising for the local residents who use the EHHBR. The presence of a new housing estate will bring with it an increase in noise, the presence of pollutants, and lighting where there has been none. The eastern boundary of the Reserve is an area of quietude, secluded, where the local fauna is more active and natural, given the lack of development in that vicinity. There are a great diversity of orchids and diggings that suggest evidence of bandicoots. This proposed development, should it go ahead, will result in a marked decrease in amenity and enjoyment of the natural environment currently being experienced by Reserve users.

Other concerns:

- Consistent with both the Municipal Vision and clause 21.08 'Liveability' in the Latrobe Planning Scheme, we would request the installation of public toilets at the A frame car park of the Edward Hunter Heritage Bush Reserve, midway between the proposed new development and the highway crossing on Coalville Road. This is consistent with strategies to support Healthy Urban Design: to "Promote active lifestyles and avoid social isolation by designing new dwellings to be close to user-friendly pedestrian and cycle paths that incorporates shade, toilet facilities, seating and directional signage where possible."

- We are concerned about unregulated access to the EHHBR from the proposed development – by people and domestic animals – would result in an increase in damage and erosion at the margins and edges and the further loss of habitat for native fauna and flora which are already under pressure.

We noted that a few paths are to be formalised, according to the Introduction to the proposed development. In order to address these concerns, we would request the installation of suitable fencing and clarification of where the paths will be located. This would also allow the delineation of the different land uses which will make Council's increased responsibilities easier to manage (i.e. so that mowing on the municipal boundary doesn't inadvertently encroach on the EHHBR.)

- It would be important to formalise the noted opportunity to connect to existing pathways within the adjacent EHHBR. There is real potential for the undesirable development of informal paths. Without this formalisation, further degradation of the EHHBR would be inevitable.
- There is reference to an EMP on page 9 of the Introduction to the application for development. We request clarification as to whether it considers the impact on the surrounding area, including the EHHBR? If it does not, we request that it should consider the impact on the surrounding area and the EHHBR.

Yours sincerely,


Bruce King

Chairperson,

Edward Hunter Heritage Bush Reserve Committee of Management

Wednesday, 14 August, 2013

**Latrobe City Council
P.O. Box 264
MORWELL 3840**

Dear Sir / Madam

**Objection to Planning Permit for Multi – Lot Staged Subdivision and Native Vegetation Removal – Coalville Road, Moe
Reference Number: 2013 / 7**

I write to lodge my objection to this application.

I only became aware of this application through the Committee of Management for the Edward Hunter Heritage Bush Reserve today.
I have had no contact from the applicant, and have not seen any notice that this application was pending.

I feel this is a very poor circumstance, particularly given that our home is directly opposite the proposed only entry and exit to the subdivision, so will be particularly adversely affected.

This is very concerning, and I'm sure there would be many other residents in the area affected by this proposal who will also similarly be unaware of it.

I live at 59 Coalville Road, and my property will be directly opposite the proposed intersection –the **only** entry and exit to the subdivision.

I am concerned that with 106 lots, this intersection will become extremely busy.
I fear that this will jeopardise my family's safety, along with the current amenity we enjoy.

My issues are as follows:-

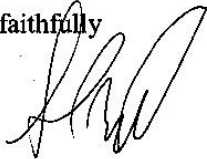
1. Vehicles exiting the sub division may overshoot, either by accident, or hoon driving, and shoot straight across the road into either my loungeroom or bedroom. Our home sits about a metre below road level, so an out of control vehicle would plough through our window, and land on top of anyone sitting in the loungeroom, or sleeping in the bedroom. This will make it very difficult for us to relax and enjoy ourselves in our own home, fearing that this may occur at any time.

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2. The intersection would create bottlenecks of vehicles queued up along Coalville Road waiting to turn right into the subdivision. At afternoon peak times, this will be particularly diabolical as people attempt to return home after school or work. This will result in vehicles travelling south along Coalville Road, either having to wait, or pass the queue on the left. There is little or no room for vehicles to pass on the left, and I fear that these vehicles will pass extremely close to my front garden, leaving little room for error. Again, this would make my family fearful for their safety in our own front garden, when they should be relaxing and enjoying themselves.
3. At night, we will have headlights of vehicles shining into our lounge room and bedroom, which will affect the amenity and enjoyment of our property. It will no doubt affect our sleep as well.
4. The intersection will make it difficult and dangerous for my family and visitors to enter and exit from my driveway onto Coalville Road. This will be especially bad at peak times such as mornings when people are heading to work and schools, and similarly in the afternoon when they are returning home.

If you have any queries, or require any further information, please do not hesitate to call me on 0429 868 715 or 5127 4628.

Yours faithfully



Gordon McHallam
59 Coalville Road, Moe.

From: Lee Minton
To: Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>
Date: 19/08/2013 9:32:24 AM
Subject: wagners paddock on coalville road

Dear Sir/Madam,

I am a resident of Dwyer Street, Moe. I have only today been made aware of the proposed subdivision at Wagners Paddock.

I am concerned that the developers did not notify me or the other residents of my street of the proposed subdivision. I only found out from the Edward Hunter Reserve committee.

The reserve is very important for the surrounding residents. It is an important recreational facility. The proposed development would put pressure on the natural environment of the reserve. I am particularly concerned about the lots abutting the reserve and the creek. These lots will seriously compromise the reserve and the creek.

I would be personally affected by the development due to noise and the contamination of the reserve. I bought my home because of its proximity to the reserve and the natural quiet the reserve offers. With the kind of development proposed the increase in noise and pollution would seriously affect my enjoyment of my home.

I seriously object to the development proposed.

thank you
Lee Minton
20 Dwyer Street
Moe 3825

Michael Krawec

Resident of 57 Coalville Rd.

15-8-13

I am a objector for the Application
for the Subdivision to have
residence so close to the reserve.
But most of all the road
infrastructure could not handle
the amount of traffic along
Coalville Rd. and High Street
to the roundabout. At times
you have to wait in long
Queues on High Street to
get aroud the Roundabout
its Just impractible

M. Krawec

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6/8/13

Sue Plemper

41-413 Cemetery Rd
Moe 38855

RE Planning Permit

Re reference No. 2013/7

Dear Tom
My husband & I are seriously concerned about the proposed subdivision

We live on the intersection of Coalville Rd & cemetery Road and at present the traffic going past us in the school & work times is already increased with housing in Moe South etc.

Our concerns with another 106 houses being built very close to us is the traffic at those times especially coming out of Bormans Rd & the other proposed Rd in the middle of our intersection & Bormans Rds. Residents use this Coalville Rd

as a freeway often speeding more than 60 kins/hour. We have no footpaths along that Coalville Rd & we have a local bus now as well as school buses, trucks, and normal vehicles using this Coalville Rd & the people living along that section are going to be in danger when people are stopped to turn into Bormans Rd & the new road that accesses the new subdivision. There will be accidents aplenty because Coalville Rd is not a very wide Road at all.

Also with most people having two cars per house hold there is a huge traffic issue & safety issue. Residents trying to reverse out of their driveways along Coalville Road have a hard time now so

This will make it a nightmare including myself because I live on the intersection as I mentioned and people travelling along Coalville rd turn into Cemetery Road and one has to stop there in order to see properly with the view down towards High Street is very limited.

Also with the Edward Hunter Reserve at the back of the proposed subdivision, if there is a fire in there the exit for those people will be dangerous due to the limited exit roads.

We are very against this huge populated subdivision.

Regards

[Signature]

2nd September 2013

KRYE & HERMAN BROEREN

P.O. Box 39

MOE 3825

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT

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5 SEP 2013

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PLANNING TEAM

LATROBE CITY COUNCIL

COMMERCIAL RD.

MORWELL 3840.

RE: Planning Permit Application 2013/7

Dear Team

We have been on holidays during the month of August and have only today received the notice of application for the above planning permit. We would like to make the following notes of objections and concerns.

2.

1. Looking at the plans it appears to us that the distance between the lots 87 to 106 and the Edward Hunter Reserve is not within guide lines of Victoria planning provision.

2. With 106 lots you could look at approx. 450 people living in this confined area. It appears to us that no recreation or meeting area in case of fire has been planned. This is a high fire risk area.

With an anticipated 200 children living in this area ^{it} appears to be no playground or picnic area planned either. The Edward Hunter area is not for unsupervised children to be playing in. If this was to happen a fire in the reserve would be eminent.

3. We also feel another entry point should

3.

be considered as in the event of a
fire easy access is required by
fire vehicles.

4. Fencing at the rear of lots backing
on to Borrmans street and also
all lots backing on to the Edward
Hunter lots 87 to 106 should have
at least 6 foot colour bond fencing
put in place so that there is no
direct access to the Edward Hunter
from these properties.

Yours faithfully

Thys + Norman Brewer.

N. Brewer.



From: Robyn Long
To: Latrobe Central Email
Date: 15/08/2013 7:18:42 PM
Subject: Objection to planning permit for subdivision of Wagner's Paddock. Moe

To Latrobe City Council Planning and Permits division.

?

Please find attached my written objection to the above mentioned subdivision.

Application reference number 2013/7

?

Sincerely

Robyn Stanton-Long

15 Coalville Road

MOE 3825

?

To Latrobe City Council
PO Box 264
Morwell 3840

Robyn Stanton-Long
15 Coalville Road
Moe. 3825

14/8/2013

RE: Objection to Proposed Planning Permit Application for the Subdivision of Wagner's Paddock on Coalville Road.

I am writing to you to object to the above subdivision on the following grounds:

1. Currently Coalville Road carries most of the traffic to Moe South and Coalville. Since living on Coalville Road (10 Years) the traffic has increased to such an extent to make the road dangerous and noisy. Peak hour traffic is becoming unbearable to live with, the traffic causes problems with parking and entering and exiting our property. There will also be a bottleneck created at High St/Coalville Rd intersection and again at the roundabout on High St and Lloyd St.
Currently large trucks and a high volume of passenger vehicles use Coalville Road and this will increase by a minimum of 106 but most probably double that given that most households these days are 2 vehicle households. We are currently investigating the cost of double glazing to try to eliminate some of the noise, especially from large trucks. There is also a danger of a major accident given the poor condition of the road and the proximity of houses to the road; there is no room for error and it is only a matter of time before one of the houses is impacted by a vehicle (in the past couple of years we have seen at least three incidents of vehicles leaving the road after failing to take the bend and running into front yards/fences). We have also lost two cats to speeding vehicles (even the school bus speeds on Coalville Rd!)
2. I walk our dog in Edward Hunter Reserve and on most mornings native wildlife such as wallabies and wombats are happily going about their business. These animals use Wagner's Paddock as a corridor to the more vegetated bushland to the South, and if the proposed subdivision and subsequent development goes ahead EHHBR will be bound on all sides by residential/urban properties. Where will the animals go then? They will be trapped in EHHBR or alternatively will bound across busy roads and be killed. Eventually the animals will leave EHHBR and it will be devoid of our native fauna. What's the point of a bush reserve without the native animals?
3. We purchased this property in the belief that there would never be any development of EHHBR and that the paddock would remain rural. It would impact on our lifestyle greatly if there were another 106 residential buildings across the road! I don't believe that Coalville Road can tolerate the increase in traffic as it can't be widened and with the current development of a footpath we are losing a significant portion of the road shoulder. The only alternative to using Coalville Road is Wirraway St into Moe but this is unlikely as Coalville Rd would be the quickest way to the CBD and freeway access.
4. From a heritage point of view, EHHBR has been in existence since the 1870's. It is a unique green space and bush reserve found nowhere else in the Latrobe Valley, I do not want to see it destroyed. Surrounding it by housing estates is disgraceful and just a grab for cash. I will not support the development in any way, shape or form.

Yours sincerely
Robyn Stanton-Long
0422116309

**16.8 PLANNING PERMIT APPLICATION 2013/270, USE &
DEVELOPMENT OF A CONVENIENCE RESTAURANT AND
WAIVER OF THE REQUIREMENT FOR END OF TRIP FACILITIES
AT 1-3 STANDING DRIVE, TRARALGON**

General Manager

Planning and Governance

For Decision

PURPOSE

The purpose of this report is to determine Planning Permit Application 2013/270 for the use and development of a convenience restaurant and waiver of the end requirement for end of trip facilities (Clause 52.34) at 1-3 Standing Drive, Traralgon East (Lot 1 1 PS 433853).

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 2013-2017.

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 2013 - 2017

Theme and Objectives

Theme 5: Planning for the future

Strategic Direction – Built Environment

Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.

Legislation

The discussions and recommendations of this report are consistent with the provisions of the Planning & Environment Act 1987 (the Act) and the Latrobe Valley Planning Scheme (the Scheme), which apply to this application.

BACKGROUND

SUMMARY

Land:	1-3 Standing Drive, Traralgon East known as L 1 PS 433853
Proponent:	McDonalds Australia Limited
Zoning:	Industrial 1 Zone
Overlay	Nil

A Planning Permit is required for use as a convenience 'restaurant' in accordance with Clause 33.01-1. In an Industrial 1 Zone, a convenience restaurant is included in the broader definition of 'food and drink premises' which is included in the nesting diagram of 'Retail Premises' under the Latrobe Planning Scheme.

A permit is also required for the construction of buildings and works in an Industrial 1 Zone.

A permit is also required to waive the end of trip facilities (ie; shower for cyclists) in accordance with Clause 52.34 of the Scheme.

PROPOSAL

The application is for use and development of the land for a convenience restaurant, waiver of the end of trip facilities as per the requirements of Clause 52.34-3, and associated works. The use and development proposes::

- The gross floor area of 415sqm that includes an internal dining area, outdoor terrace, McCafe, party room, kitchen, staff and patron amenities and a service area.
- The site layout includes the main pedestrian entrance to the restaurant which is via the terrace on the south elevation.
- The building proposes a height of 5.5 metres, with the tallest part of the building being approximately 7.5 metres which is associated with the blade sign element located in the south-eastern portion of the building.
- The restaurant proposes 137 seats as follows:
 - 87 internal seats (including Party Room);
 - 22 Playland seats;
 - 28 terrace seats.
- The building will incorporate a range of materials and finishes, including painted fibre cement sheeting, colourbond metal and timber battens.
- The convenience restaurant is proposed operate 24 hours a day, 7 days a week.

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

Vehicular access to the site will be via both McNairn Road and Standing Drive. The two crossovers will facilitate both ingress and egress movements. A dual drive-thru lane is proposed along the western boundary of the site, condensing to a single lane along the northern boundary.

A total of 49 car spaces (including 1 disabled space), four boat trailer/ caravan spaces and one waiting bays are proposed. A loading bay of approximately 80 square metres is proposed to be located on the western side of the restaurant, between the restaurant and the drive-thru lane. The loading area has been designed to accommodate the ingress and egress movements associated with a 14 metre semi-trailer.

The plans indicate the provision of two bicycle spaces on the site for use by patrons, with a corral providing adequate space for six bicycle spaces for restaurant staff.

A proposed landscaping treatment has also been provided.

A planning permit has been approved under planning permit 2013/269 for ancillary business identification signage.

Refer Attachment 1 for a copy of the proposed plans

Subject Land:

The site is located on the southeast corner of Princes Highway (also known as Argyle Street), and is bounded by McNairn Street to the west and Standing Drive to the south (Attachment 2). The site has an area of approximately 4,300 square metres and is currently occupied by a disused building which contains an office with associated warehouse and storage facilities.

The site has three separate vehicular access points: two from McNairn Road and one from Standing Drive. The existing building contains limited activated elements, with the office building's western façade (which presents to McNairn Road) containing the most amount of glazing.

There is a large amount of hardstand on the site which is set aside for car parking. Landscaping on the site is primarily limited to a grassed area adjacent to the intersection of Princes Highway and McNairn Road and two canopy trees. These trees are not indigenous to the area and do not trigger the requirements of the Planning Scheme for removal.

Surrounding Land Use:

The subject site has only one interface with another property to the east boundary at 5 Standing Drive. This property is used as a car importation business (America) that sells to the general public. The business also sells car parts and accessories.

The neighbouring building is setback approximately 16 - 20 metres from the common boundary with the subject site with a 20 metre setback to Princes Highway.

The area between the building and the common boundary with the subject site is paved and is used as a car parking area.

A 10 metre wide plantation reserve abuts the site's northern boundary. Further north of the plantation reserve is the Princes Highway. The plantation reserve is grassed and accommodates a scattering of canopy trees extending from out the front of 5 Standing Drive to the east where a roundabout is located at the intersection of Princes Highway and Rocla Road.

There are no pedestrian footpaths in the immediate area. As such, the various land uses rely upon their patrons to undertake car based trips when visiting their respective sites.

The built form in the surrounding area makes little contribution to the activation of the public realm through with features such as glazing, siting of buildings within proximity to the public realm or by accommodating meaningful landscaping.

Refer to the Existing Conditions Plan in Attachment 3

HISTORY OF THE APPLICATION

The history of the application is set out in Attachment 4.

LATROBE PLANNING SCHEME

The provisions of the Scheme that are relevant to the subject application are included in Attachment 5.

ISSUES

ASSESSMENT AGAINST THE RELEVANT PLANNING POLICIES

The proposal has been considered against the relevant clauses under the State and Local Planning Policy Framework.

Within the State Planning Policy Framework, the following Clauses are relevant for this application:

Clause 11.02 –Urban Growth

Clause 11.02-1 *Supply of Urban Land* outlines that sufficient supply of land must be provided residential, commercial, retail, industrial, recreational, institutional and other community uses.

The specific proposal is identified as a use of land for a Convenience Restaurant. The subject site is zoned for industrial purposes. The applicant has provided significant justification in their original report in

relation to the merits of the proposal and has also provided details of the location of other McDonalds applications

It is noted that the proposed use is a 'discretionary use' in an Industrial 1 Zone. Therefore it is considered given the mix of uses in the area, that the use of the site for a convenience restaurant would complement its location in an industrial area where a number of its customers will be sourced.

The proposal will make better use of an underutilised site that has existing available infrastructure connections, as required by Clause 11. As such, the proposed development takes full advantage of existing settlement patterns and does not place undue pressure on sensitive areas or sites.

Clause 17.01 – Commercial

The objective of Clause 17.01-1 Business is "to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities".

Clause 17.02-1 Industrial Land Development requires land to be available for industry. Non-industrial uses which would prejudice the availability of land for future industrial requirements should be avoided in identified industrial areas.

Although not an industrial use, the McDonalds restaurant will provide a service to not only the surrounding businesses but also for passing motorists along the Princes Highway.

Furthermore, the mix and variety uses of the area, many of which are not considered industrial uses, means that the character of business activity in the area is already mixed in nature and is not dominated completely by industrial uses.

Clause 18.02- Land Use & Transport Planning

Clause 18.01-1 has the objective "to create a safe and sustainable transport system by integrating land use and transport." The proposal is supportive of this policy. The site has frontage to, and obtain access from, both Standing Drive and McNairn Road which has access onto Princes Highway, one of the major transport corridors through Traralgon, maximising access to the Traralgon community.

VicRoads have raised concerns about the lack of a right hand turn from exiting vehicles from McNairn Road and this may result in drivers taking undue risks when turning right to go east along the highway.

A traffic report was submitted with the application which has resulted in no objection or request for further information from either VicRoads or Council engineers. It is noted that Council has no mechanism in this case to request to provide a right hand turn lane when all available information and assessment submitted states there will be no undue stress on the junction as a result of the proposal.

It is further noted that as a result of discussions with the applicant, the proposed convenience restaurant will have a connection to a pedestrian

crossing at the junction of McNairn Road and the Princes Highway which will be integrated with the cycle lane along the highway.

It is considered that provided suitable conditions attached to any issue of a permit, access issues can be satisfactorily addressed based on the provisions within the planning scheme.

Clause 21.05 – Main Towns

At Clause 21.05-6 — Specific Main Town Strategies — Traralgon, it is policy with regard to commercial to:

- *Encourage the development of new retail, office and residential mixed use developments within Traralgon Primary Activity Centre (Area 4) and Argyle Street.*
- *Discourage significant new retail and office development outside of areas Area 4, Argyle Street and Princes Highway and Stammers Road (Area 14).*
- *Encourage Restricted Retailing to locate within Argyle Street and Princes Highway and Stammers Road (Area 14).*

The Traralgon Structure Plan identifies that the subject site is within an existing industrial area.

It is considered that the general intent of the structure plan is that any lots that have frontage onto Argyle Street are covered by the above three points. It is noted that technically a municipal reserve abuts the subject site to the north which is adjacent to the Princes Highway.

The objectives of the structure plan encourage retail development, as well as other forms of development, along Argyle Street and the Princes Highway. Therefore, there is a general encouragement for mixed use activities within the area abutting the highway which is consistent with the development that has occurred in the surrounding area. It is considered that the development could not be considered significant as it is just over 400m² in floor area and it will not detract from the Primary Activity Centre of Traralgon.

Clause 21.07 – Economic Sustainability:

Clause 21.07-6 *Retailing Overview* acknowledges that Council's preferred position is to retain and support existing neighbourhood and primary activity centres and that no new centres should be supported unless adequate justification is provided.

It is submitted the inclusion of a convenience restaurant will not create a new town centre or detract from the existing Traralgon Activity Centre (TAC) and therefore is in accordance with Council's Statement. The surrounding area will remain an industrial precinct, with this use (permitted under the zone) providing additional dining options in the immediate area. Given the lack of strategic guidance, especially at a Local Planning Policy level, there will be a lack of justification not to support a modest floor area retailing on the vacant subject site that is not considered significant enough to have an adverse impact on the existing TAC.

Industrial 1 Zone

The purpose of the Industrial 1 Zone is as follows:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.*

The following has been considered in the assessment against the Industrial 1 Zone considerations:

- Overall the proposal is considered generally consistent with the State and Local Planning Policy Framework;
- The proposal does not affect the safety and amenity of local residential communities. Even in an Industrial 1 Zone an industrial use has the potential to cause off-site amenity effects. However, the proposed convenience restaurant is relatively remote to the closest residential zone and suitable conditions will be attached to any issue of a permit.
- Council has allowed development to occur within the Industrial 1 Zone on either side of the Princes Highway to allow a mix of “employment” type uses, e.g. restricted retail, industrial, trade supplies, restricted recreational facilities, etc. to establish within the wider area.
- A traffic report has been provided which details the existing road infrastructure is satisfactory. This been assessed by the Engineering department and VicRoads and although comments have been provided in relation to the lack of a right hand turn lane exiting McNairn Road, Council have no mechanism to secure the upgrade of the junction to include a right hand turn based on this proposal alone.
- A suitable landscaping treatment will be provided within the site area

It is considered the proposal is generally consistent with purpose and decision guidelines of the zone.

Particular Provisions:

Clause 52.06 Car Parking

The table to Clause 52.06-5 requires 0.3 spaces per patron to be set aside for a convenience restaurant. The application proposes a total of 137 seats and there is a statutory requirement of 45 car spaces.

A total of 49 car parking spaces and 4 boat/trailer/caravan spaces have been provided on site which is in excess of the statutory requirements.

The Transport Impact Assessment submitted with the application provides an assessment of proposed parking adequacy and layout for the site.

It is considered that the car parking provision proposed exceeds the requirements of Clause 52.06 of the Scheme.

52.07 Loading and Unloading of vehicles

An external loading bay is proposed to be located to the immediate west of the proposed building and will be in excess of 80m². The dimensions of the loading bay exceed the requirements of this clause and are therefore satisfactory.

Clause 52.34 Bicycle Facilities

Clause 52.34-1 states that a new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

A permit may be granted to vary, reduce or waive any requirement of Clause 52.34-3 and Clause 52.34-4.

Clause 52.34-3 requires the following bicycle facilities to be provided for a retail premises at the following rates:

- 1 space to each 25 sq m available to the public for employees
- 2 spaces for visitors/patrons

The submitted plans indicate the provision of 2 visitor/customer spaces adjacent to the terrace area. The plans also propose secure employee bicycle parking area within the "corral area" for 6 bicycles. Although this does not strictly address design standards of Clause 52.34-3, it is considered that it generally addresses the intent of the clause.

Application of the above rates to the statutory employee bicycle parking generates a requirement of one change room/shower. This has not been shown on the plans. Whilst there are areas within the building provided for male and female changing room facilities, no provision has been made for a shower. Therefore, application is made to vary the requirement for the provision of shower facility.

The Traffic Impact Report has stated that no shower facility is required as the age group of the target workforce will reside within close proximity to the subject site, works periods are generally shorter than office working days and there are examples of the non provision of these facilities in other McDonalds restaurants.

It is considered that sufficient justification has been provided and the proposal is consistent with Clause 52.34.

Decision Guidelines (Clause 65):

The appropriate guidelines have been considered in the above discussion.

Incorporated Documents (Clause 81):

The incorporated documents that relate to the consideration of this application are:

- Australian Standard AS/NZS 2890.1:2004, Parking Facilities – Offstreet car parking, Standards Australia 2004.
- Design Vehicles and Turning Path Templates, Austroads, 1995 (AP-34/95).

The application is not considered to be fully consistent with the provisions of these documents and amended plans are required to be submitted to show their compliance.

Other Issues for Consideration

Vic Roads Comments

The application was referred to VicRoads for their comment, considering the proximity of the site to a road (Argyle Street/Princes Highway) and intersection which are under their control.

Vic Roads did not object or request further information in relation to the proposal.

VicRoads supplied some comments in relation to road traffic safety issues that may occur as a result of the proposal. These relate to the absence of a right-hand turning lane at the McNairn Road (northbound) /Argyle Street intersection. VicRoads was concerned that the proposal may result in an increased level of traffic wishing to turn right from McNairn Road into Argyle Street. This could then result in drivers taking greater risks when making this movement.

However, it is considered that if this became an issue, it is a VicRoads matter as it relates to an intersection under VicRoads control. Furthermore, if VicRoads had considered this to be an issue of such importance, they could have requested the Traffic Assessment to address this aspect. As noted above, VicRoads raised no objection or request for further information.

Healthy Community Concerns:

- The safety of customers frequenting the business and health considerations in relation to the assessment of the proposal.

Officer Comment:

In response to concerns raised by Council officers, the applicant has indicated a preparedness to provide a connection from the subject site along the eastern side of McNairn Road to facilitate a pedestrian connection to the existing pedestrian crossing at the junction of McNairn Road and the Princes Highway

In relation to the safety of patrons entering and exiting the site, street lighting is already provided along this segment and lighting on site and around the perimeter can be addressed by permit condition. It is considered that the proposal will activate the area, increase levels of passive surveillance, and as a result, improve safety levels in this area.

It is noted that concerns have also been raised in relation to health issues related to the use of the land for a "convenience restaurant".

It should be noted that this application is for a convenience restaurant. No consideration can be given to the proponent of the restaurant as planning relates to the use of land, not the operator of a particular use.

Furthermore, the current proponent may, at some stage, transfer the land to another convenience restaurant operator without the need to gain planning permission to do so and the permit runs with the land, not the

owner/operator. It is therefore inappropriate to have any regard to the current proponent.

SUBMISSIONS

As a result of the notification process, the application received one (Attachment 6). The issues raised in the objection are as follows:

1. Lack of bicycle facilities

Officer Comment

The applicant has provided suitable parking for bicycle facilities based on the provisions of Clause 52.34 Bicycle Facilities. It is noted that the end of trip facilities (1 shower) has not been provided and it has been requested to be waived. The applicant has submitted sufficient justification to waive this requirement.

2. Possible damage on high value products

Officer Comment

The objector's abutting property to the east is used as an industrial workshop for high value American import trucks and associated activities. It is generally considered that a patron management plan, including security personnel (as required), complaints register, CCTV camera and effective perimeter lighting will address concerns in relation to potential vandalism on the neighbouring property.

3. Highway exposure could be limited

Officer Comment

Concerns were raised regarding the impact of the use and development on the abutting businesses. The proposed development is single storey in size, is setback from the title boundary by approximately 6m and a further setback to Princes Highway is created by the plantation reserve (ie; 10 metres). It is considered the siting of the restaurant complies with the relevant requirements of the Planning Scheme. It is recommended that a condition be included on any permit issued for the removal of the proposed tree along the east boundary to address the objector's concerns. It is considered that this measure will remove a proposed future visual obstruction to the existing signage on the perimeter fence

4. Waste management

Officer Comment

Rubbish and waste on the subject site can be managed through a waste management plan being required as condition of any permit issued.

5. Increased traffic movement and parking of additional vehicles along Standing Drive

Officer Comment

The development proposes two dedicated entries onto McNairn Road and Standing Drive and an oversupply of car parking is provided. A detailed car park plan and traffic report has been submitted in support of this proposal.

Any illegal car parking on Standing Drive is an enforcement matter that is outside the realm of planning.

6. Potential odour impacting the amenity of customers and employees

Officer Comment

A standard condition in relation to the control of can be placed on any issue of permit. Any restaurant will require health and building permits to ensure no unreasonable amenity impacts to adjoining properties. During these approval processes, matters such as exhausting of odours are addressed to ensure compliance with the relevant regulations.

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 under Section 52(1)(a) and Section 52(1)(d) of the Act by sending notices to all adjoining and adjacent landowners and occupiers, sending notices to all properties with 300 metres of the subject site and displaying an A3 sign on each site boundary adjoining a road the subject site for a minimum of 14 days.

Details of Community Consultation following Notification:

Following the referral and advertising of the application, 2 submissions in the form of objections was received.

Council officers have met and discussed the grounds of objection with one of the two objectors (one un-contactable) including potential permit conditions that could address the objector concerns. No withdrawal of objections was forthcoming.

A copy of the outstanding submissions can be found at Attachment 5.

External:

The application was referred under Section 55 of the Act to the following authority:

- Vic Roads

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

Vic Roads have consented to the granting of a permit for the proposal subject to the inclusion of appropriate conditions.

Internal:

Internal officer comments were sought from the Council's Infrastructure Team, Engineering Team, Environment Team, Community Health and Strategic Team.

All the relevant Council's internal departments gave consent to the granting of a permit in relation to their expertise with the exception of Community Health (refer to comments under 'Other Issues for Consideration')

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 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

It is considered that this proposal is generally consistent with the Latrobe Planning Scheme and is appropriate for the site and surrounds. It is recommended that a planning permit be issued subject to appropriate conditions, including a Patron Management Plan, Litter Management Plan and construction of a vehicle crossing within the car park area that complies with Vic Road requirements.

Attachments

1. Attachment 1 Proposed Plans
2. Attachment 2 Site Context Map
3. Attachment 3 Existing Conditions Plan
4. Attachment 4 History of Application
5. Attachment 5 Planning Scheme Provisions
6. Attachment 6 Objection

RECOMMENDATION

That Council issues a Notice of Decision to Grant a Planning Permit, for the use and development of a convenience restaurant and waiver of the requirement for end of trip facilities (Clause 52.34) at 1-3 Standing Drive, TRARALGON EAST, L 1 PS 433853, with the following conditions:

1. Amended Plans

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) Deletion of the proposed pedestrian crossing within the car park and replacement with a pedestrian crossing point.
- b) The car parking layout must be amended to show all parking and loading areas and access lanes constructed with an all-weather sealed surface.
- c) Show redundant vehicle crossings that must be removed and kerb and channel, footpath and nature strip to be reinstated.
- d) Provide a 1.5 metre wide footpath from the traffic lights at the intersection of McNairn Road and Princes Highway to provide safe pedestrian access to the development.
- e) Removal of the Eucalyptus Radiata in the north east corner of the landscape concept plan.
- f) Any other necessitated changes to plans as a result of these amendments.

Detail of the proposed lighting along the western and northern boundaries.

Standard Conditions

2. The use and development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority
3. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
 - a) transport of materials, goods or commodities to or from the land;
 - b) appearance of any building, works or materials;

- c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
 - d) presence of vermin;
or otherwise, to the satisfaction of the Responsible Authority.
- .
4. Once building works have commenced they must be completed to the satisfaction of the Responsible Authority
 5. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
 6. 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.
 7. 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.
 8. Before the development starts a Construction Management Plan must be submitted and approved detailing the construction activity proposed. The plans must include, but not limited to:
 - (a) The method for storage of material.
 - (b) Hours of operation.
 - (c) Dust management.
 - (d) Parking and traffic movement of all workers vehicles and construction vehicles.
 - (e) Works timetable.
 - (f) Any impacts upon adjacent roads and pedestrian walkways and providing for adequate movement and circulation of vehicles and pedestrians adjacent to the site during the construction phase.
 - (g) Access routes for construction vehicles.
 - (h) Proposed parking locations for construction vehicles and construction workers' vehicles.
 - (i) Temporary fencing works.
 - (j) Number of workers expected to work on the site at any time.
 - (k) Methods of limiting escape of dust and litter from the site
 9. Except with the written consent of the Responsible Authority, the maximum number of patrons allowed on the premises is 137 patrons.
 10. Before the occupation of the development starts, a Patron Management Plan prepared to the satisfaction of the Responsible Authority must be submitted and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must address the following:
 - (a) The area to be covered by the Patron Management Plan.

- (b) A manager to be on the premises at all times.
 - (c) The maintenance of a complaints register.
 - (d) The publication of a complaints telephone number and email address to adjoining and nearby properties.
 - (e) Procedures to be undertaken by staff in the event of complaints by a member of the public, the Victoria Police, or an 'authorised officer' of Council.
 - (f) The measures to be taken by management and staff to ensure patrons depart the premises and the surrounding area in an orderly manner including car park patrols and security as required.
 - (g) The operators of the convenience restaurant must undertake a daily patrol to keep the site and surrounding road reserve areas within 200 metres of the site free from rubbish resulting from the use of the site, to the satisfaction of the Responsible Authority.
 - (h) The measures to be taken by management and staff to ensure that patrons do not cause nuisance or annoyance to persons beyond the site.
 - (i) Staff be authorised to make statements at any time on their own behalf to any officer of the Responsible Authority and/or to take action on behalf of the operator in accordance with a lawful direction by such officer.
 - (j) Information regarding the provision of CCTV cameras as part of the development proposal
11. Before the occupation of the development starts, a Litter Management Plan prepared to the satisfaction of the Responsible Authority must be submitted and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of the permit. The plan must show:
- (a) the location of all rubbish bins within the site accessible to the public.
 - (b) signage within the restaurant and adjacent to the drive through food collection booths encouraging patrons to not litter public areas and road/footpath areas.
 - (c) the conduct of a litter patrol to be undertaken on each day that the premises are open for trading to the public within a 200 metre radius of the site to the satisfaction of the responsible authority to collect and dispose of any litter emanating from the site.
12. All wastewater shall be treated and disposed of to the reticulated sewer to the satisfaction of the Responsible Authority.
13. All wastes must be disposed of to the satisfaction of the Responsible Authority and no liquid waste or polluted waters may be discharged into a sewer or stormwater drainage system
14. The odour filters and kitchen exhaust system must be installed and maintained to the satisfaction of the Responsible Authority so as to prevent any odour nuisance beyond the site.

15. Provision must be made on site for storage of trade wastes and garbage and such areas must be screened from public view to the satisfaction of the Responsible Authority.

Engineering Conditions

16. 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 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 10 year ARI storm event.
 - b. An underground pipe drainage system conveying stormwater to the legal point of discharge and connecting into Latrobe City Council's stormwater drainage system by the existing underground drainage property connection. No new connection to Latrobe City Council's stormwater drainage system or kerb and channel is permitted.
17. Prior to the commencement of any works hereby permitted, the operator of this permit shall
- a. Arrange the removal of the street tree (including the stump) at 1-3 Standing Drive, Traralgon East by a tree contractor approved by the Responsible Authority. Seven (7) days notification must be given to Latrobe City Council's Supervisor Arborist before the commencement of any tree removal works.
 - b. Pay \$180 to Latrobe City Council for the planting of an appropriate replacement street tree.
18. Before the use commences of the building/development 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 including all necessary permits being obtained and inspections undertaken
- a. All drainage systems must be constructed in accordance with the site drainage plan approved by the Responsible Authority.
 - b. The existing southern vehicle crossing on McNairn Road providing access to the property must be reconstructed to comply with the vehicle crossing standards set out in Latrobe

City Council's Standard Drawing LCC 307.

- c. All proposed new 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.
 - d. All redundant vehicle crossings must be removed and kerb and channel, footpath and naturestrip reinstated.
 - e. The areas shown on the endorsed plans for vehicle access and car parking must be constructed to such levels that they can be used in accordance with the approved plans including surfacing with an all-weather sealed surface, drained, line marking to indicate each car space and all access lanes; and clearly marked to show the direction of traffic along access lanes and roadways
19. Car spaces, vehicle access lanes and driveways must be kept available for these purposes at all times.
20. The areas set aside for car parking and vehicle access lanes must be maintained in a continuously useable condition to the satisfaction of the Responsible Authority.
21. All external lighting of the site, including car parking areas and buildings, must be located, directed, baffled and shielded and of such limited intensity so as to prevent any adverse effect on adjoining land to the satisfaction of the responsible authority.
22. The area set aside for the loading and unloading of vehicles must not be used for any other purpose.

Expiry Condition

23. 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;
 - b) The development is not completed and the use has not commenced within four years of the date of this permit;
 - c) The use is not started within two years of the date of this permit; or
 - d) The use ceases for a period of two years or greater.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within six months of expiry of permit. An extension of time to complete the development or a stage of the development may be requested if—

- the request for an extension of time is made within 12 months after the permit expires; and

- the development or stage started lawfully before the permit expired.

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

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.

Note 5

In accordance with the requirements of the Road Safety (Traffic Management) Regulations, a responsible entity for a road or road-related area (as defined in the Road Safety Act) may install Major Traffic Control Devices on the road or road-related area only with the authority of VicRoads.

Note 6

Please contact Gippsland Water to discuss whether the proposed development requires a Trade Waste Agreement for the business operation planned for this site.

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)****Note 7**

The serving of any food or beverage on the land requires registration under the Food Act 1984 prior to commencement of operation. It is recommended that you contact Council's Environmental Health Officer prior to starting any works

Cr Rossiter left the Chamber at 7.36 PM due to a Conflict of Interest in item 16.8 - Planning Permit Application 2013/270, Use & Development of a Convenience Restaurant and Waiver of the Requirement for end of Trip Facilities at 1-3 Standing Drive, Traralgon.

ALTERNATE MOTION

That this matter be deferred until the Ordinary Council Meeting on Tuesday 10 June 2014.

Moved: Cr O'Callaghan
Seconded: Cr Gibbons

That the Motion be adopted.

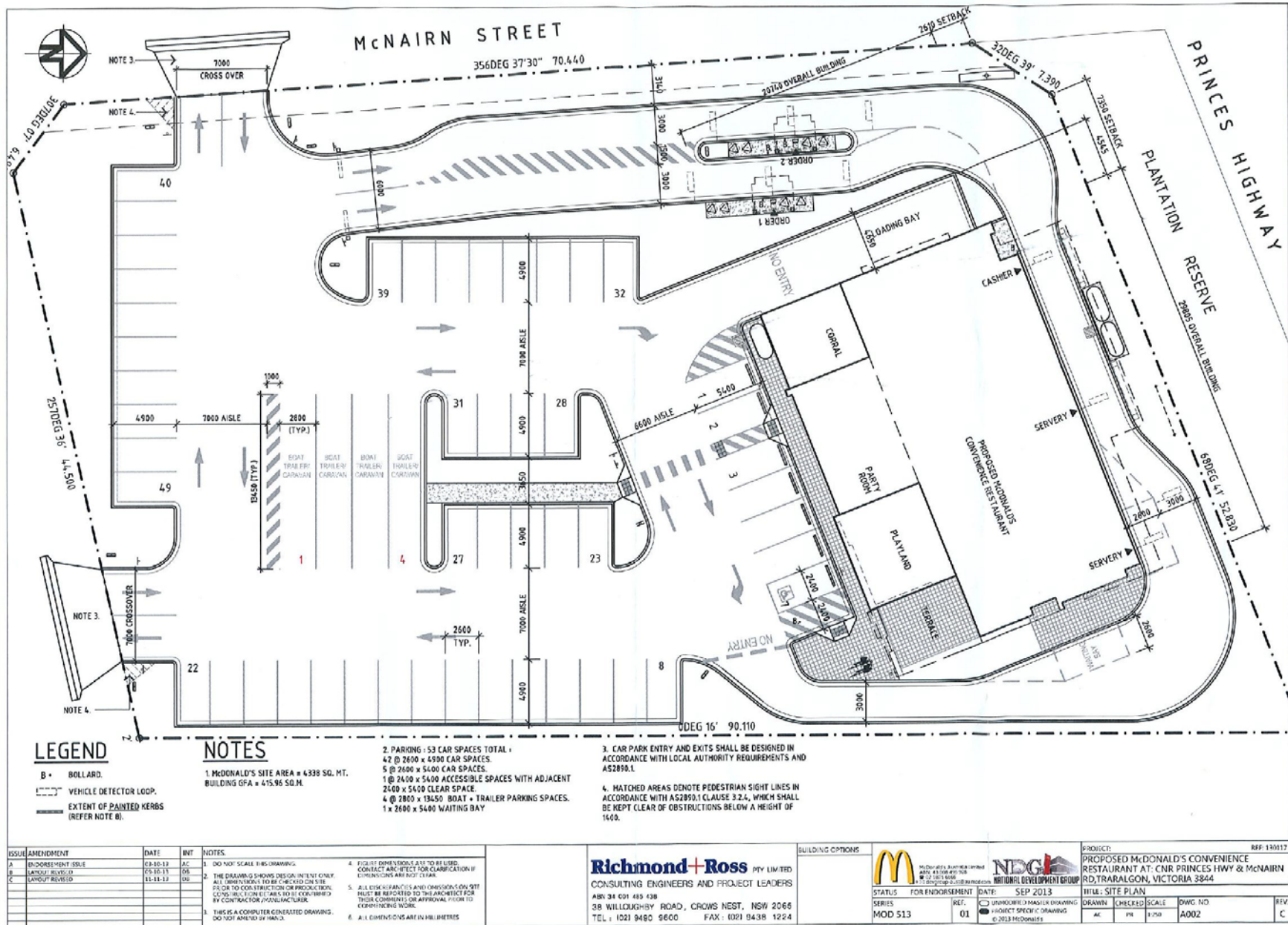
CARRIED UNANIMOUSLY

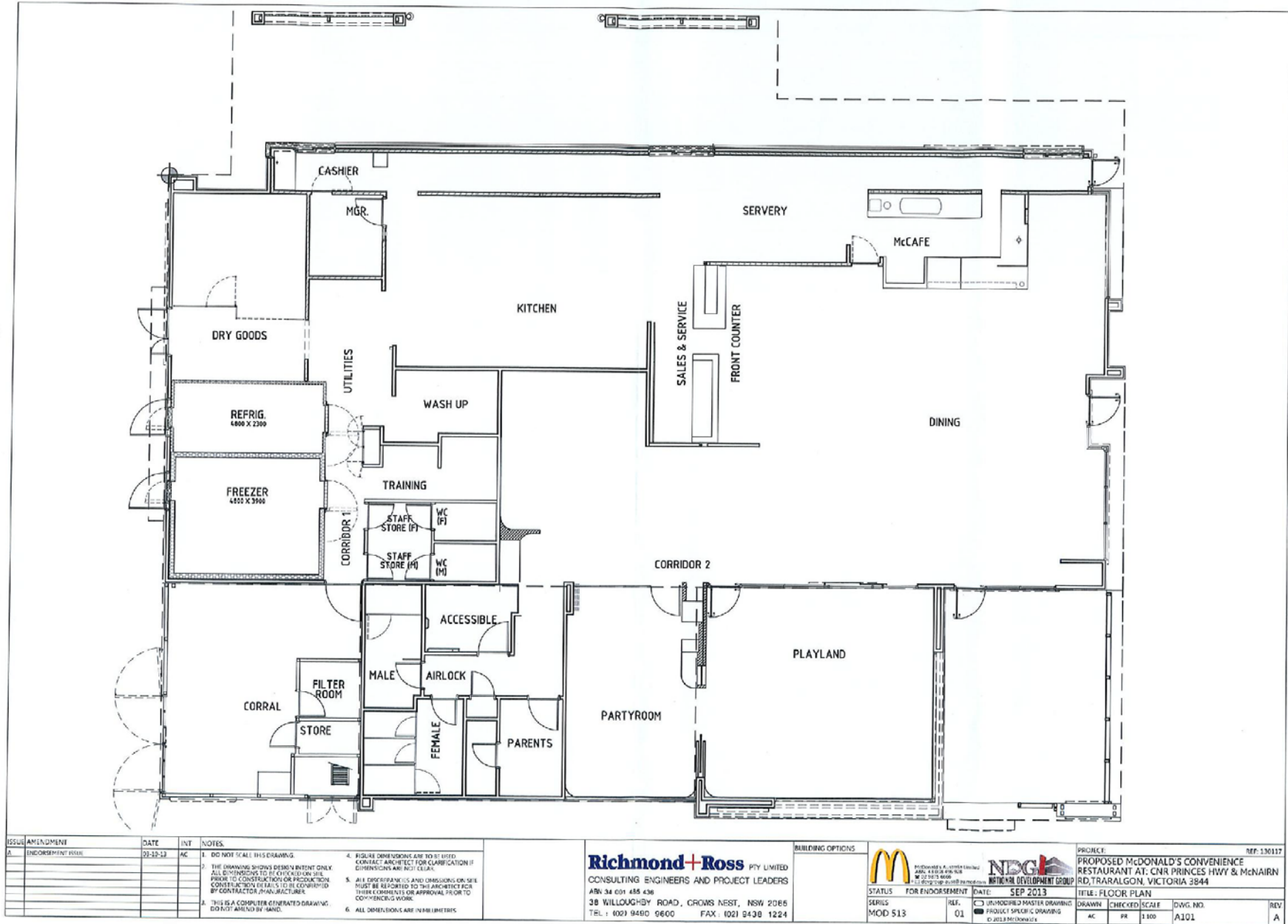
Cr Rossiter returned to the chamber at 7.44 PM.

16.8

Planning Permit Application 2013/270, Use & Development of a Convenience Restaurant and Waiver of the Requirement for end of Trip Facilities at 1-3 Standing Drive, Traralgon

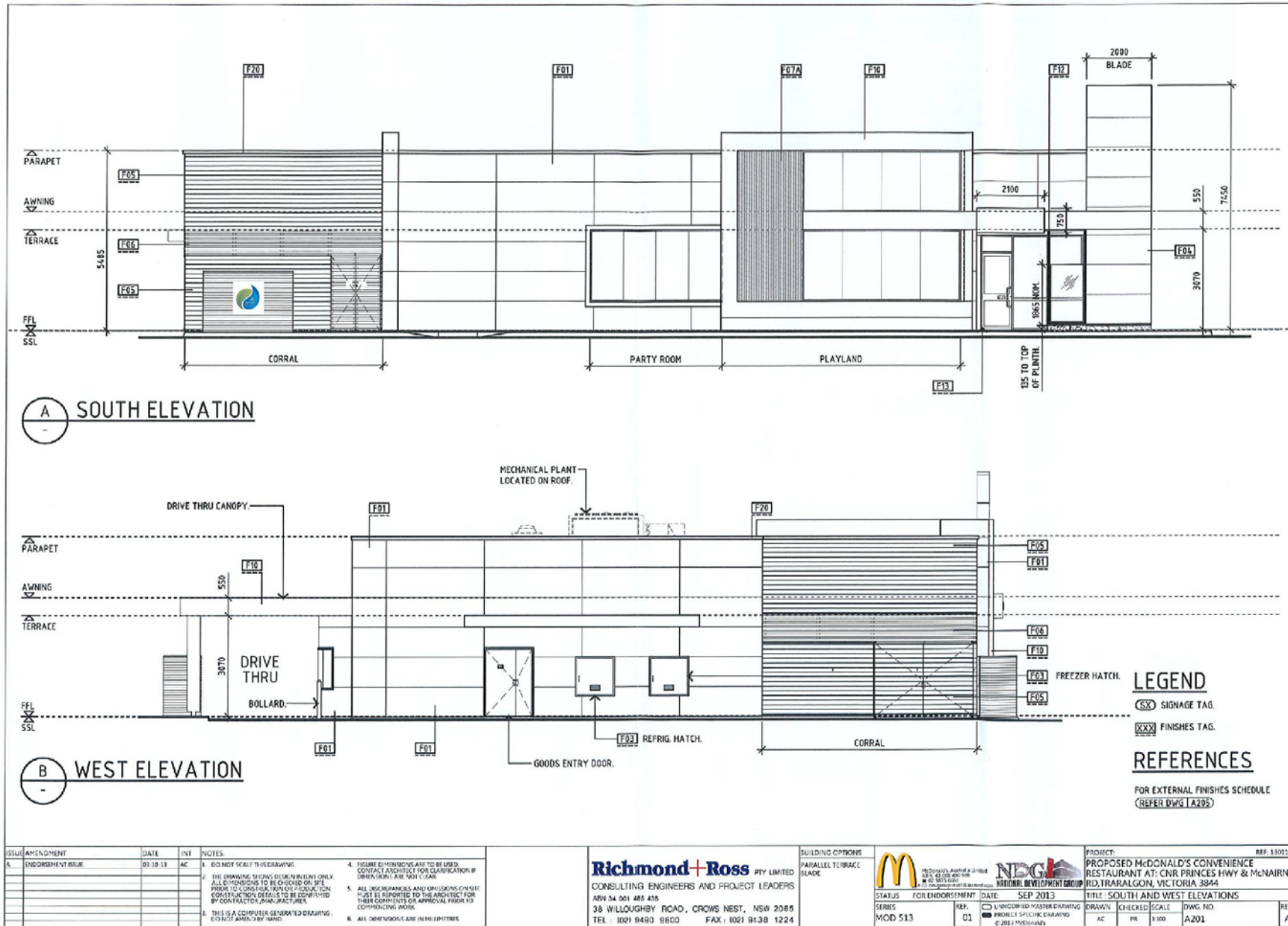
1	Attachment 1 Proposed Plans	187
2	Attachment 2 Site Context Map	203
3	Attachment 3 Existing Conditions Plan	205
4	Attachment 4 History of Application	207
5	Attachment 5 Planning Scheme Provisions	209
6	Attachment 6 Objection	211

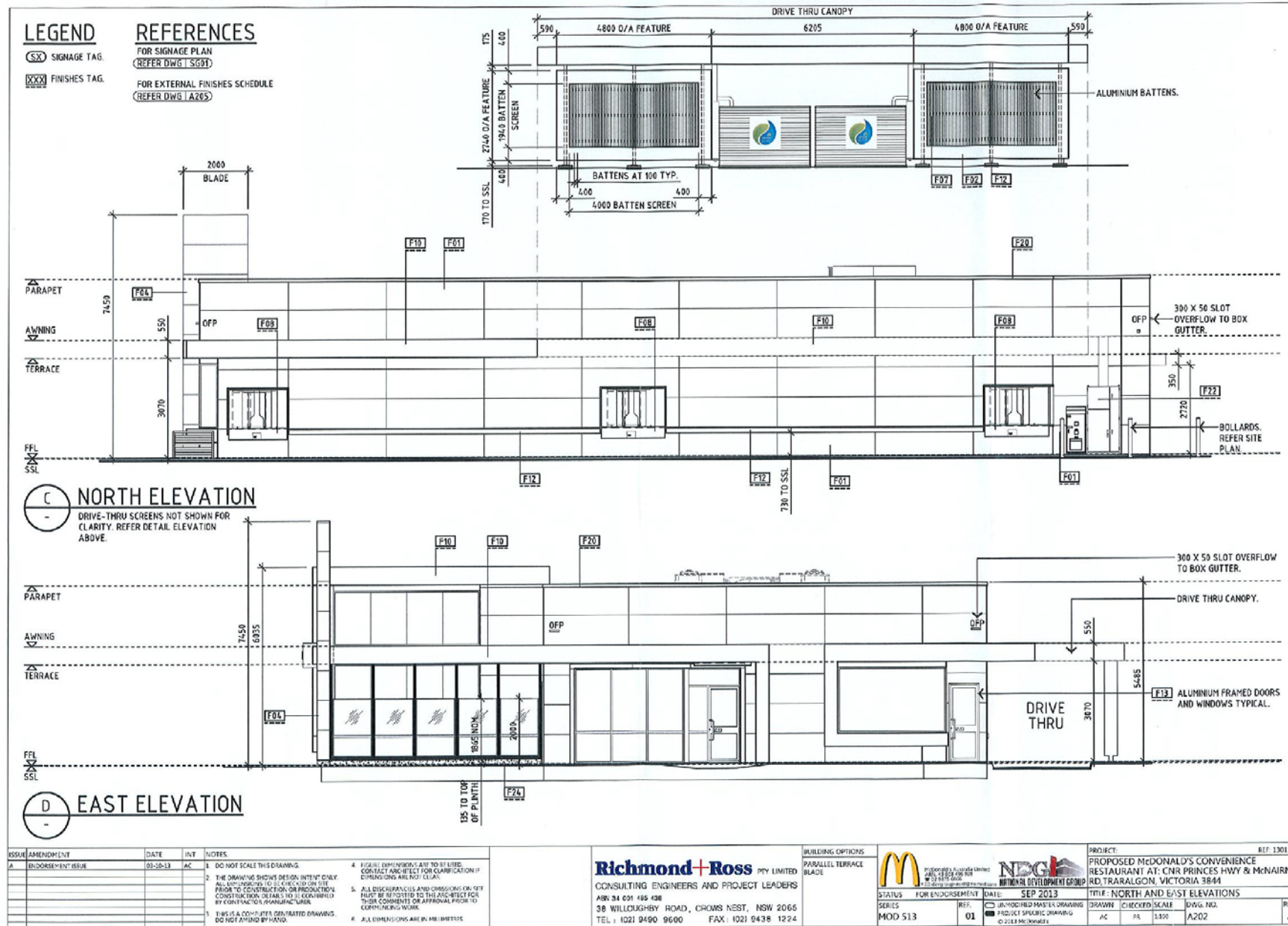




ISSUE	AMENDMENT	DATE	INT	NOTES
A	ENDORSEMENT ISSUE	03-12-13	AC	<p>1. DO NOT SCALE THIS DRAWING.</p> <p>2. THE DRAWING SHOWS DESIGN INTENT ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE. PRIOR TO CONSTRUCTION FOR PRODUCTION COORDINATION DETAILS TO BE CONFIRMED BY CONTRACTOR PLANNING ARCHITECT.</p> <p>3. THIS IS A COMPUTER GENERATED DRAWING. DO NOT AMEND BY HAND.</p> <p>4. FIGURE DIMENSIONS ARE TO BE USED. CONTACT ARCHITECT FOR CLARIFICATION IF DIMENSIONS ARE NOT CLEAR.</p> <p>5. ALL DISCREPANCIES AND OMISSIONS ON SITE MUST BE REPORTED TO THE ARCHITECT FOR THEIR CONSENT AND APPROVAL PRIOR TO COMMENCING WORK.</p> <p>6. ALL DIMENSIONS ARE IN MILLIMETERS.</p>

Richmond+Ross PTY LIMITED CONSULTING ENGINEERS AND PROJECT LEADERS ABN: 34 001 455 436 38 WILLOUGHBY ROAD, CROWS NEST, NSW 2086 TEL: (02) 9480 9600 FAX: (02) 9438 1224		BUILDING OPTIONS STATUS: FOR ENDORSEMENT SERIES: MOD 513 REF: 01	PROJECT: PROPOSED McDONALD'S CONVENIENCE RESTAURANT AT: CAR PRINCES HWY & McNAIRN RD, TRARALGON, VICTORIA 3844 TITLE: FLOOR PLAN DRAWN: AC CHECKED: PK SCALE: 1:100 DWG. NO: A101 REV: A
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TAG	AREA	DESCRIPTION
F01	MAIN BUILDING WALLS, DRIVE THRU WALLS (REFER ELEVATION FOR EXTENT OF ALT. COLOUR) AND PLAYLAND END WALL.	COMPRESSED FIBRE CEMENT WITH APPLIED FINISH.
F02	DRIVE THRU FEATURE/SCREEN WALL.	PAINTED FIBRE CEMENT SHEETING.
F03	GOODS ENTRY DOOR AND FREEZER HATCH.	METAL LINED SOLID CORE DOOR WITH PAINT FINISH.
F04	TERRACE BLADE WALLS.	PAINTED FIBRE CEMENT SHEETING.
F05	CORRAL WALLS/GATES.	
F06	CORRAL WALL BATTENS AND C02 / HELIUM ENCLOSURE DOORS.	ALUMINIUM.
F07	MAIN BUILDING WALLS.	ALUMINIUM BATTENS
F07A	PLAYLAND BATTEN SCREENS.	BIOWOOD BATTENS.
F08	DRIVE THRU BOOTH BENCH TOP/TURN DOWN AND WINDOW TRIM.	STONE.
F10	TERRACE, DINING ROOM AND PLAYLAND CANOPY FASCIAS. DINING ROOM AND PARTY ROOM WINDOW REVEALS.	COMPRESSED FIBRE CEMENT.
F11	TERRACE, PLAYLAND, GOODS ENTRY DOOR AND DRIVE THRU CANOPIES PERIMETER SOFFIT AND BULKHEAD LINING.	PAINTED FIBRE CEMENT SHEETING.
F12	TERRACE, PLAYLAND AND DRIVE THRU CANOPY EXPOSED STEELWORK.	STEEL FRAMING TO STRUCTURAL ENGINEER'S DETAIL.
F13	ALUMINIUM WINDOW AND DOOR FRAMES.	PREFABRICATED ALUMINIUM FRAMING.
F20	MAIN BUILDING PARAPET CAPPING, DOWNPIPES AND OVERFLOW PIPES. CORRAL PARAPET CAPPING.	COLORBOND FINISH FOLDED METAL.
F21	MAIN BUILDING ROOF CLADDING AND INTERNAL PARAPET WALL CLADDING. PARTY ROOM AND CORRAL ROOF.	ZINCALUME FINISH METAL ROOFING.
F22	METERING CUBICLE & POWER FACTOR CORRECTION CUBICLE.	COLORBOND FINISH FOLDED METAL.
F24	TERRACE PLINTH.	PAINTED REINFORCED CONCRETE.

REFERENCES

- FOR BUILDING ELEVATIONS
 (REFER DWG 1A201)
 (REFER DWG 1A202)

ISSUE	AMENDMENT	DATE	INT	NOTES
A	ENDORSEMENT PROGRAM	03/10/13	AC	1. DO NOT SCALE THIS DRAWING. 2. THE DRAWING SHOWS DESIGN INTENT ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE. PRIOR TO CONSTRUCTION OR PRODUCTION CONSTRUCTION DETAILS TO BE CONFIRMED BY CONTRACTOR/MANUFACTURER. 3. THIS IS A COMPUTER GENERATED DRAWING. DO NOT SIGN BY HANDS. 4. FIGURE DIMENSIONS ARE TO BE USED. CONTACT ARCHITECT FOR CLARIFICATION IF DIMENSIONS ARE NOT CLEAR. 5. ALL DIMENSIONS ARE IN MILLIMETRES. 6. ALL DIMENSIONS ARE IN MILLIMETRES.

Richmond + Ross PTY LIMITED
 CONSULTING ENGINEERS AND PROJECT LEADERS
 ABN 24 004 485 436
 3/8 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
 TEL : (02) 9490 9600 FAX : (02) 9438 1224

BUILDING OPTIONS

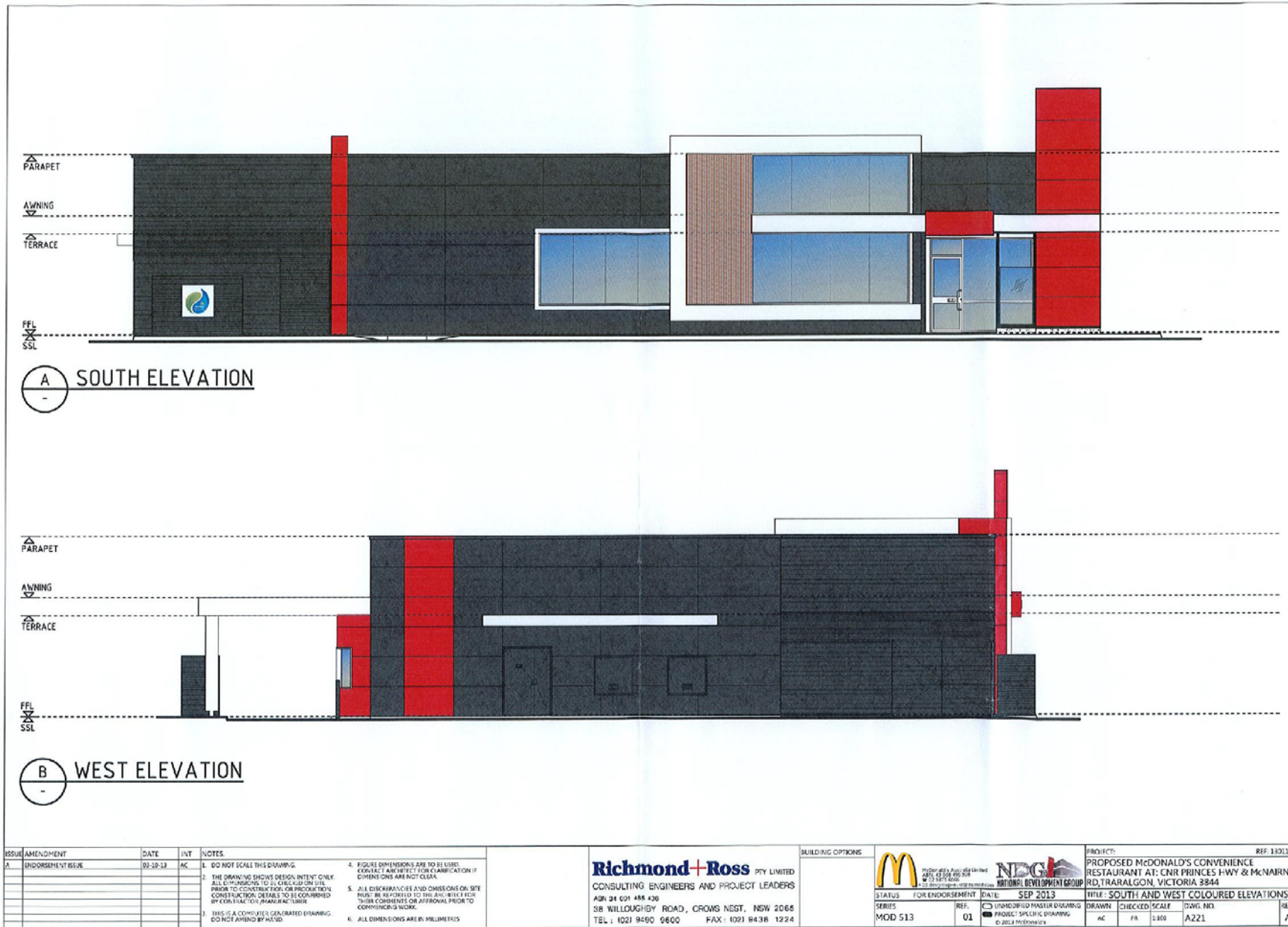


McDonald's Australia Limited
 200 St Georges Road
 St Georges Road
 St Georges Road
 St Georges Road

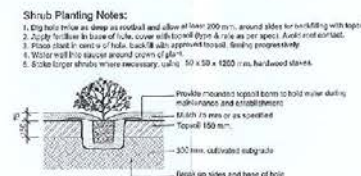
NDGI
 NATIONAL DEVELOPMENT GROUP

STATUS	FOR ENDORSEMENT	DATE	TITLE
MOD 513	01	SEP 2013	EXTERNAL FINISHES SCHEDULE

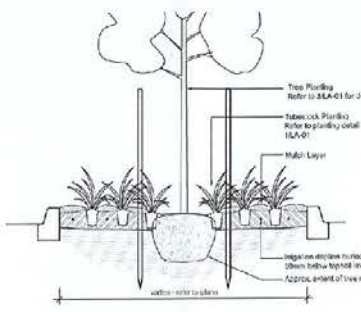
PROJECT	REF: 230117
PROPOSED MCDONALD'S CONVENIENCE RESTAURANT AT: CNR PRINCES HWY & MCNAIRN RD, TRARALGON, VICTORIA 3844	







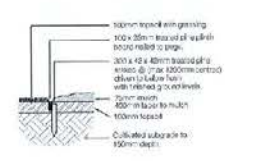
D1 TYPICAL SHRUB PLANTING DETAIL



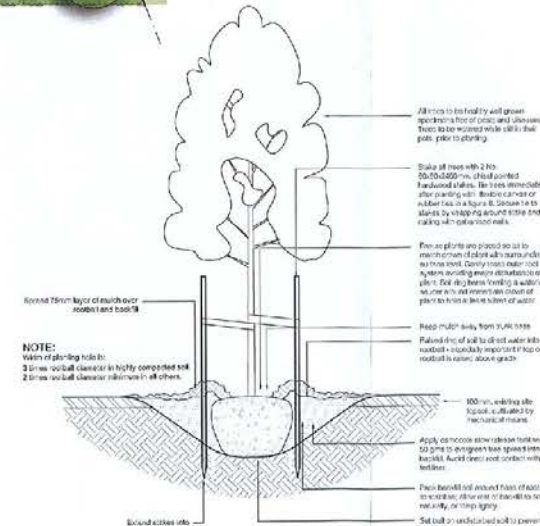
D2 TREE PLANTING IN GARDEN BED DETAIL

Code	Botanical Name	Common name	Pot size/Installation Height	Size at maturity (HxW)	Density	Qty
Trees						
E1	<i>Eucalyptus radiata</i>	Narrow-leaved Peppermint	Advanced, 45 L1/3m	12 x 7m	as shown	7
L1	<i>Lagerstromia indon x f. fasciol Zant</i>	Copa Myrtle cullinar	Advanced, 45 L1/3m	3 x 3m	as shown	1
M1	<i>Mitella azevedoi var. australis</i>	White Cedar	Advanced, 45 L1/3m	10 x 7m	as shown	3
P1	<i>Pyrus colonnata 'Edgwood'</i>	Edgewood Ornamental Pear	Advanced, 45 L1/3m	8 x 6m	as shown	5
TOTAL NUMBER OF TREES						16
Large Shrubs						
D1	<i>Davallia marginata</i>	Silver Mānuka	15 L1/1.5m	2 x 2m	as shown	3
P1	<i>Palagorium tenuifolium 'Limegold'</i>	Limegold Kohuhu	10 L1/1.5m	4 x 2m	as shown	8
S1	<i>Syzygium luehmannii</i>	Small Leaf Lilly Pilly	Advanced, 45 L1/2m	clipped to 2m high	as shown	25
TOTAL NUMBER OF LARGE SHRUBS						34
Small Shrubs and Tufting Plants to be selected from:						
<i>Agave attenuata</i>	Agave	330mm	1 x 1m	1/m ²		
<i>Banksia stenoloba 'Birchby Candles'</i>	Dwarf Banksia	200mm	0.6 x 1m	1/m ²		
<i>Chrysanthemum 'Lemon and Lime'</i>	Massica Orange Blossom	200mm	1 x 1m (clipped)	1/m ²		
<i>Conium maculatum</i>	Common Conium	150mm	1 x 1m	1/m ²		
<i>Diarrhiza 'Little Joss'</i>	Black Antler Flax Lily	150mm	0.4 x 0.4m	3/m ²		
<i>Dieris 'Eloise'</i>	African Iris	160mm	0.8 x 1m	3/m ²		
<i>Lomatium 'Katherine Deane'</i>	Katherine Spine Rush	150mm	0.7 x 0.7m	3/m ²		
<i>Ozothamnus roseomarginatus</i>	Rosemary Everlasting	160mm	1 x 1m	2/m ²		
<i>Ficinia sp.</i>	New Zealand Flax	150mm	1 x 1m	1/m ²		
<i>Poa australis</i>	Soft Tussock Grass	160mm	0.4 x 0.4m	1/m ²		
<i>Syntherisma sp.</i>	Blind Of Paradise	200mm	1 x 1m	2/m ²		
Ground Covers and Climbers to be selected from:						
<i>Chrysanthemum 'Aurora'</i>	Common Everlasting	150mm	0.3 x 0.3m	3/m ²		
<i>Goodenia 'Petalita'</i>	Petalita Goodenia	150mm	0.3 x 1.5m	1/m ²		
<i>Myoporum laetifolium</i>	Creeper Goodenia	150mm	0.3 x 1.5m	1/m ²		
<i>Trochostemum 'Jasmine'</i>	Chinese Star Jasmine	150mm	climbing	1/m ²		

Note: advanced trees min 3m tall with 40mm caliper



D3 TIMBER EDGE DETAIL



D4 TYPICAL TREE PLANTING DETAIL

Copyright in this plan, and the design and construction of the landscape, is reserved by the author. No part of this plan may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the author.

LEGEND

- Proposed: Evergreen Tree (as shown in plan)
- Proposed: Deciduous Tree (as shown in plan)
- Proposed: Small Shrub (as shown in plan)
- Proposed: Ground Cover (as shown in plan)
- Proposed: Timber Edging (as shown in plan)

GENERAL NOTES

1. All plants to be installed in accordance with the specifications and quantities shown on this plan. The contractor shall be responsible for the selection of the plants to be installed, and for ensuring that the plants are suitable for the site conditions and the climate of the area.

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NOT FOR CONSTRUCTION

PROJECT: McDonald's Traralgon East
 Cnr McNairst Rd & Princes Highway
 Traralgon East VIC 3844

CLIENT: McDonald's Australia Pty Ltd

DESIGNED BY: urbis

PROJECT NO: MD3317

DATE: 1/2008

SCALE: 1:200 (P.A.), 1:400 (D.A.)

urbis

1-3 Standing Drive, TRARALGON EAST



History of Application

26 November 2013	Application received
13 December 2013	Application referred internally to Health & Strategic Planning
16 December 2013	Applicant advised to give notification of the application Application referred internally to Engineering Application referred under Section 52 to Vic Roads
30 January 2014	Objection received.
20 February 2014	All external and internal referral responses received
March 2014	Officers conduct discussions with the applicant and objector in order to resolve the issues raised.

●
LATROBE PLANNING SCHEME

State Planning Policy Framework

Clause 13.04-1 Noise abatement
Clause 13.04-2 Air quality
Clause 17.02 Industry
Clause 17.02-1 Industrial land development
Clause 17.02-2 Design of industrial development

Local Planning Policy Framework

Clause 21.03-2 Environmental Sustainability Overview
Clause 21.05-6 Specific Main Town Strategies - Traralgon
Clause 21.07 Economic Sustainability
Clause 21.07-7 Industry Overview

Zoning – Industrial 1 Zone

The subject land is located within the Industrial 1 Zone at Clause 33.01.

Overlay

None

Particular Provisions

Clause 52.06 Car Parking
Clause 52.07 Loading and Unloading of Vehicles

General Provisions

Clause 65 'Decision Guidelines'

Incorporated Documents

There are no relevant Incorporated Documents



PTY. LTD.
ABN 49 076 433 648
LMCT 9721

Date 28/1/2014

Latrobe City Council

Po Box 264

Morwell

Vic 3840

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
30 JAN 2014	
R/O	Doc No:
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy registered in DataWorks	<input type="checkbox"/> Invoice forwarded to accounts

Planning Application 2013/270 Objection

To whom it may concern,

I have been notified of the proposal to establish a convenience restaurant at the property located at 1-3 Standing Drive Traralgon namely McDonalds Australia Limited.

I would like to place a formal objection on file based on the following points:

- 1/ We sell high value products which are displayed in our yard and monitored by extensive security system including high definition camera's. We are concerned that an increase in clients attending the area to frequent the proposed restaurant may give rise to potential damage or theft to vehicles displayed on our yard. We seek clarification on how this issue will be addressed.
- 2/ Our business moved to our current facility to gain increased highway exposure and have invested in security fencing that allows clear view display of our products and facility. We would request assurances that the proposed project would not hinder the view from either direction on the highway and not hinder the display of our current signage.
- 3/ We are concerned that rubbish and waste will become an issue blowing or being dumped onto our property and seek assurances on how this will be addressed.
- 4/ We require clear access to our property via Standing drive and are concerned about the increased traffic flow and in particular parking of additional vehicles including caravans and trucks potentially affecting entry into our business.
- 5/ With the establishment of a restaurant next to our business we are concerned about the potential odour impact effecting the amenity of our employees and clients.

Victorian American Imports is a long established local business employing 30 local people, we have invested significantly in recent years and continue to do so.

VICTORIAN AMERICAN IMPORTS

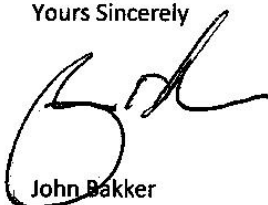
PTY. LTD.
ABN 49 076 433 648
LMCT 9721

This investment has been made based on the Industrial zoning of our current location believing a food outlet would not be developed next door.

I look forward to receiving your responses to my concerns and encourage you to contact me with any questions you may have.

I can be contacted on the number listed or on my mobile 0418 149 356.

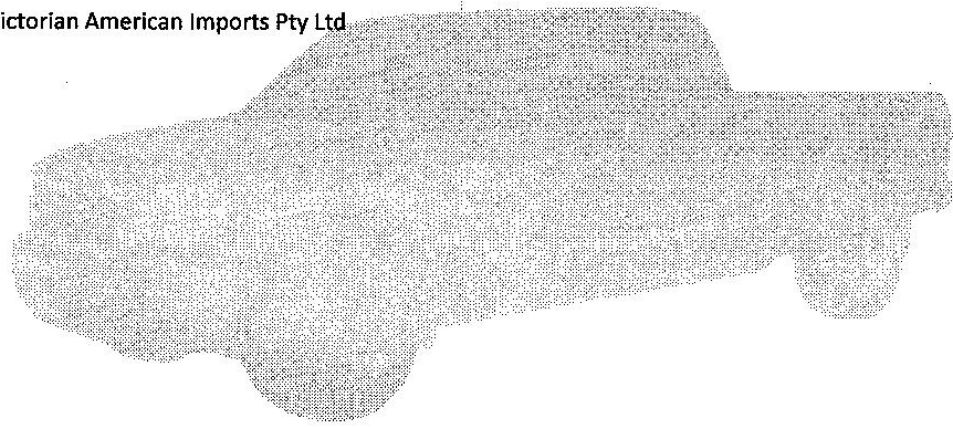
Yours Sincerely



John Bakker

Owner / Director

Victorian American Imports Pty Ltd



NOTICES OF MOTION

8. NOTICES OF MOTION

Nil reports

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

ITEMS REFERRED BY THE COUNCIL TO THIS MEETING FOR CONSIDERATION

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

9.1 PROPOSED REMOVAL OF TWELVE EUCALYPTUS SCORPARIA WHITE GUMS, BUCKLEY STREET CAR PARK, BUCKLEY STREET MORWELL

General Manager

**Recreation and Community
Infrastructure**

For Decision

PURPOSE

The purpose of this report is to request Council consideration of the proposed removal of twelve White Gum trees (*Eucalyptus Scorparia*) in the Buckley Street Car Park, Morwell.

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 2013-2017.

Strategic Direction – Built Environment

Latrobe City Council Plan 2013 – 2017

- *Enhance the quality and sustainability of streetscapes and parks across the municipality through the provision and maintenance of the trees that are appropriate to their surroundings.*
- *Ensure public infrastructure is maintained in accordance with community aspirations.*

Policy - Tree Work Notification Policy 11 POL-4

The purpose of this policy is to detail processes for the notification of significant tree works prior to the works being undertaken.

BACKGROUND

A number of local business and shop owners have recently requested Latrobe City Council to remove twelve White Gum trees from the car park opposite the Latrobe Community Health building on Buckley Street, Morwell (Attachment 1 and 3). This recent request, received in late January 2014 is the latest in a succession of requests to have these trees removed over the last two years. Latrobe City Council has previously removed ten similar gum trees in this precinct for damaging infrastructure or that have failed due to past extreme weather events on a number of occasions.

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

In early January 2014 two further gum trees had to be removed due to declining health, as they had become dangerous to the users of this area.

Furthermore in mid-January 2014 two of the gum trees at this site were also removed as their root systems caused a major blockage in the storm water pipe system in the car park.

Currently twelve gum trees remain in the car park (Attachment 2). Local businesses and shop owners have recently requested additional street sweeping in the car park area due to the amount of tree litter that falls and lays in the car park, blocking the kerb and stormwater pits. There have also been ongoing issues involving neighbouring shops with leaf litter falling on their roofs and gutters.

As per Latrobe City Council's Tree Work Notification Policy, a Council Resolution is required prior to the removal of inappropriate trees, unless they are dead, dying or dangerous, in which case immediate removal is required.

A report was presented at the Ordinary meeting on 24 March 2014 regarding this issue, where Council resolved the following:

That Council defer consideration of this matter until the next Ordinary Council meeting.

Further to this, officers arranged an independent arborists report on the twelve White Gum trees located in the Buckley Street car park (Attachment 4) and hand delivered thirty seven letters to businesses adjacent to the car park to gauge local opinion on the proposed tree removals (Attachment 5), with comments from local businesses included in the consultation section of this report.

Following an article in the Latrobe City Express, on 31 March 2014, in relation to the tree removals, prior to the last Council meeting two letters were received from members of the community stating that they oppose the removal of the twelve gum trees (Attachment 6).

ISSUES

In line with the Tree Work Notification Policy, Latrobe City Council's arborists have inspected the gum trees and surrounding areas. The twelve remaining gum trees are in average but declining health and have reasonably sound structure. All past pruning works to the gum trees have been undertaken to arboriculture best practice standards.

The gum trees do not meet the removal criteria under Latrobe City Council's Tree Policy of being Dead/Dying/Dangerous where a Latrobe City Council officer can remove these trees without a report going before Council.

Currently the gum trees in the car park are damaging the kerb and channel infrastructure, car park surface and underground storm water pipes. This tree species at maturity (15-20 meters in height) is too large to

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

be planted in a restricted median strip car park, as is the case here. This is why several trees at this site had to be removed in the past.

There have been the ongoing issues of continual tree litter in the car park and Latrobe City Council has received many complaints about this litter. This has resulted in extra sweeping of the car park being undertaken.

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 trees currently present a minor slip/trip hazard in the car park area for all users through fallen tree litter or where infrastructure has been damaged by the trees' root system.

The extra time and additional street sweeping in the car park currently has a minor impact to the weekly Morwell CBD schedule and budget.

Any future work to these gum trees, whether it's full removal or ongoing pruning, can be accommodated within the recurrent tree budget allocation.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Latrobe City Council has engaged an independent arborist to carry out an inspection of the trees (Attachment 4) and has surveyed 37 businesses adjacent to and in the immediate environs of the car park since the Ordinary Council meeting of 24 March (Attachments 5 and 6), see comments returned below;

DATE	BUSINESS NO. & STREET	OBJECT	RESIDENT'S COMMENTS
8.4.14	56-60 Buckley St	No	
8.4.14	20-22 Church St	No	
10.4.14	113 Buckley St	No	Agree to removals because of pavement and car park damages.
10.4.14	15-17 Collins St	No	Agree because they are inappropriate for the car park
16.4.14	53-55 Buckley St	No	
16.4.14	51 Buckley St	No	
16.4.14	80 Buckley St	No	Love the gum trees, but not in the car park

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

Further to the formal engagement process, following an article in the Latrobe City Express, on 31 March 2014, in relation to the tree removals, two letters were received from members of the community stating that they oppose the removal of the twelve gum tree. The opposition relates to the important role trees play for the communities general health and well being and the habitat they provide to wild life, which they believe is especially important with the loss of so many trees after the recent fires.

OPTIONS

1. Remove the twelve White Gum trees located in the Buckley Street Car Park, Morwell.
2. Take no action in regards to the twelve White Gum trees in the Buckley Street Car Park, Morwell.

CONCLUSION

Latrobe City Council's qualified arborist have completed tree inspections and if the trees aren't removed, some minor pruning works will need to be carried out to make these gum tree as safe as possible.

Considerable expense will also be required to replace the damaged concrete kerbing and lifted concrete slabs in the laneway caused by tree roots.

If Council considers these gum trees for removal, Latrobe City Council will need to prepare a press release advising the community that the trees are being removed prior to their removal.

It is the opinion of officers, local businesses operating near the Buckley Street car park and that of an independent arborist that the twelve White Gum trees (*Eucalyptus Scorparia*) be removed for safety and maintenance reasons.

Attachments

1. Attachment 1 - Buckley Street Morwell - Car Park
2. Attachment 2 - Photograph of Site
3. Attachment 3 - Correspondence
4. Attachment 4 - Buckley Street car park Morwell April 2014 arborist report
5. Attachment 5 - Local Business opinion on tree removal
6. Attachment 6 - Buckley Street tree removals

RECOMMENDATION

That Council:

1. **Remove the twelve White Gum trees (*Eucalyptus Scorparia*) in the Buckley Street Car Park, Morwell.**
2. **Notify all adjoining local businesses and shop owners of Council's decision to remove the trees.**
3. **Landscape the areas affected by the tree removals with appropriate trees and mulch.**

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

Moved: Cr Middlemiss
Seconded: Cr Rossiter

That the Recommendation be adopted.

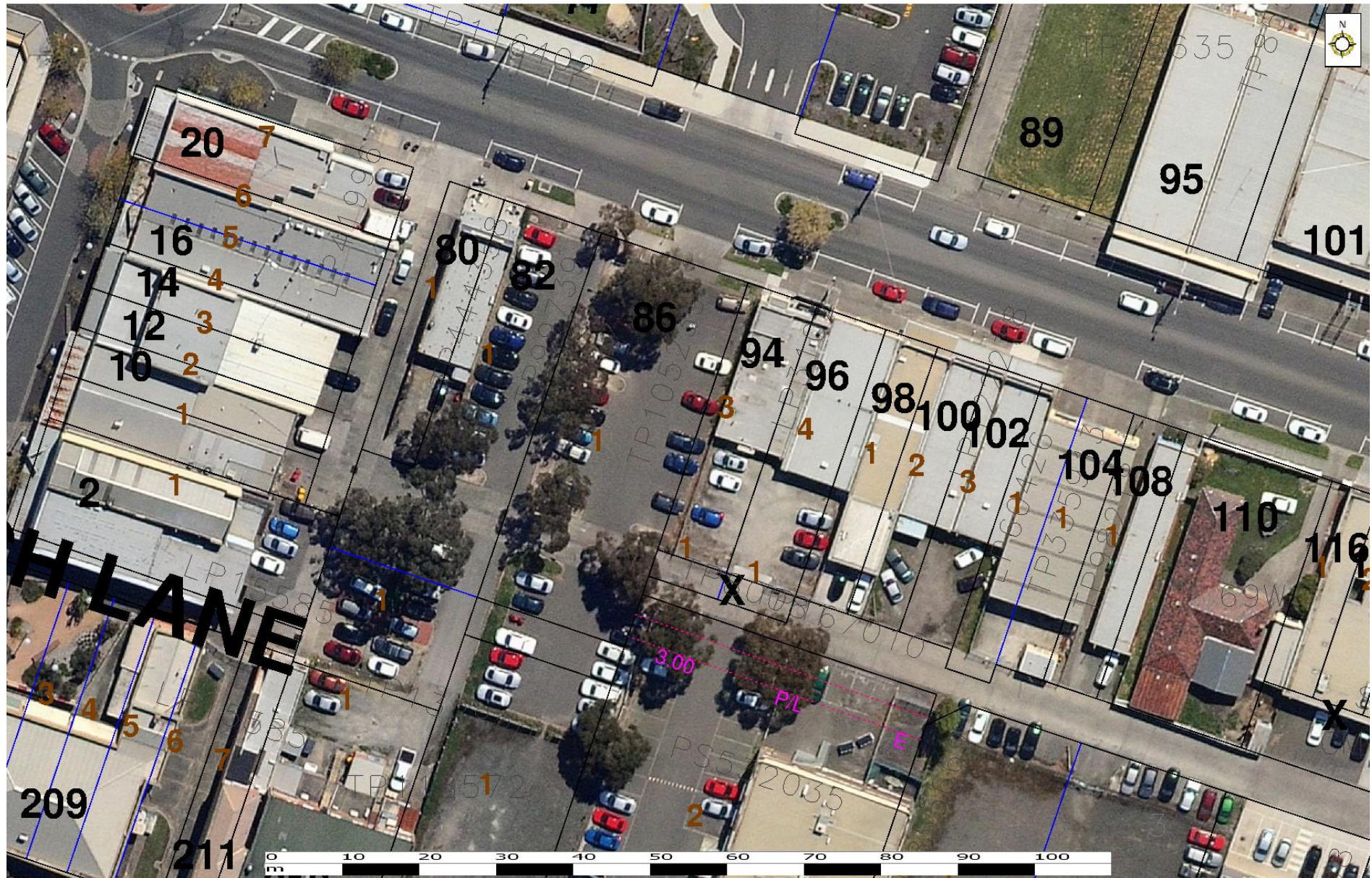
CARRIED UNANIMOUSLY

9.1

Proposed Removal of Twelve Eucalyptus Scorparia White Gums, Buckley Street Car Park, Buckley Street Morwell

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19/2/2014



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Mobile: 0429 850 710
Fax: (03) 5128 5672
Phone: 1300 367 700
PO Box 264, Morwell 3840
141 Commercial Rd, Morwell 3840

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

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

From: Grantley Switzer
Sent: Tuesday, 25 March 2014 1:54 PM
To: Jody O'Kane
Subject: FW: Urgent removal of trees - Buckley Street car park, Morwell

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

From: Sharon Gibson
Sent: Thursday, 30 January 2014 3:56 PM
To: Grantley Switzer
Subject: Re: Urgent removal of trees - Buckley Street car park, Morwell

Ta Grantley,
Yet it was not Mr Moore, it was Mrs Milburn from Peckish. Would it be possible for her to be informed also please?
Sincerely,
Sharon

Sent from my iPad

> On 30 Jan 2014, at 3:10 pm, "Grantley Switzer"

<Grantley.Switzer@latrobe.vic.gov.au> wrote:

>

> All good Sharon - we have been in constant contact with Mr Moore from the Day Spa next door over the past few weeks so he is up to speed with what's happening. These are a couple of the trees that he wants removed but there are a number of others he wants gone too. We can remove these two as they qualify as being dead, dying or dangerous. Saying that, all of the gum trees in the car park are causing damage to the kerb & channel, concrete pavement slabs and underground drainage, and ideally should be removed to prevent further damage. Our plan is to do some work and present a report to Council requesting that we remove the trees and replace with an appropriate species. We will write to Mr Moore to advise him of actions taken so far and those we are planning for the future.

>

> Grantley

>

> -----Original Message-----

> From: Sharon Gibson

> Sent: Thursday, 30 January 2014 1:00 PM

> To: Grantley Switzer

> Subject: RE: Urgent removal of trees - Buckley Street car park, Morwell

>

> Thanks Grantley and my apologies, as prior to Christmas when my back began to really play up I was advised by shop owners near here as to how dangerous all the trees are and how they keep dropping limbs. So I do apologise that I did not do anything with the information then.

> Are you confident about all of the other trees please?

> The owners are also concerned about the continual mess that these trees leave and would like to know if it could be cleared up more often please?

> Sincerely,

> Sharon

>

> Cr. Sharon Gibson

> Mayor

> Latrobe City Council

>

> -----Original Message-----

> From: Grantley Switzer

> Sent: Thursday, 30 January 2014 07:46

> To: Councillors

> Cc: Executive Team; Senior Leaders Team; Ian Smith; Chris Dash; Ben Black; Media Relations

> Subject: Urgent removal of trees - Buckley Street car park, Morwell

>

> Good morning Councillors,

>

> As part of our inspection regime, two trees in Morwell (Buckley Street car park) were yesterday identified as requiring urgent removal. The trees (pictured) are decayed and likely to fail in the near future. The trees are an inappropriate species for a CBD car park and are also causing significant damage to the pavement, drainage system and footpath. Due to the high foot and vehicle traffic in this area and risk they present, the trees will be removed today.

>

> Regards

> Grantley

>

>

>

> Grantley Switzer

> General Manager Recreation and Community Infrastructure Latrobe City Council

>

>

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TREE HEALTH & SAFETY ASSESSMENT

For

Latrobe City Council

**Council car park off Buckley Street,
Morwell**

**COMPILED BY
JOHN RUYG**

Dip in Arb, Adv Cert in Arb, Cert in Hort.

APRIL 2014



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INTRODUCTION

Chris Dash from the Latrobe City Council has engaged JR's Treemendous Landscapes P/L to carryout a multi tree assessment with written reports for 12 Wallangarra White Gum trees throughout the car park area off Buckley Street, Morwell.

FINDINGS

The following are comments for the site inspection carried out on the 7th of April 2014:

- The Wallangarra White Gum trees are indigenous to northern New South Wales and Southern Queensland and are long lived with a useful life expectancy of 100+ years with a mature trunk diameter of up to 1 meter diameter at breast height.
- The Council car park has high usage and the traffic islands where the trees have been planted in an area of approximately 1 meter wide vegetation strip.
- There are obvious signs that 7 of the trees are likely caused damage to the surrounding curb and pavement areas (see attached photo's for each of the 7 trees).
- The trees vary greatly in age ranging from 15 years to 50 years with diameter at breast height between 21cm to 87cm.
- The older trees are located along the southern side of the car park and the younger trees are located at the northern end.
- The tree health rating varies between good to average with the branch structure rating is also average.
- The tree has only shed minor limbs in the recently with no evidence of medium or large limb loss in the past.
- The trees will continue to damage the infrastructure (curb and pavement) in the near future because of their size and limited growth area provided.



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TREE ASSESMENT REPORT SUMMARY

Below is a summary table of the assessment/comments:

Tree number	Recommendation
Tree 1	Remove and replace the tree with a more suitable species
Tree 2	Remove and replace the tree with a more suitable species
Tree 3	Remove and replace the tree with a more suitable species
Tree 4	Remove and replace the tree with a more suitable species
Tree 5	Remove and replace the tree with a more suitable species
Tree 6	Remove and replace the tree with a more suitable species
Tree 7	Remove and replace the tree with a more suitable species
Tree 8	Remove and replace the tree with a more suitable species
Tree 9	Remove and replace the tree with a more suitable species
Tree 10	Remove and replace the tree with a more suitable species
Tree 11	Remove and replace the tree with a more suitable species
Tree 12	Remove and replace the tree with a more suitable species

Note: The suggested replacement species for this location is *Pyrus calleryana* 'Capital'.



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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 8.45am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 1

Common Name: Wallangarra White Gum

Tree Details: 7 meters **tall**, 3 meters **wide**,

15+ years **age (estimate)**, **D.B.H** 23cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**



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Maintenance Requirements:

Comments: None.

Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 1



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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

This hazard rating system is endorsed by the International Society of Arboriculture from *Evaluation of Hazard Trees in Urban Areas, 2nd edition*, Matheny & Clark, 1994. The scoring system is listed below by category that best fits the tree being assessed.

Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.



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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 9.00am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 2

Common Name: Wallangarra White Gum

Tree Details: 7 meters **tall**, 5 meters **wide**,

15+ years **age (estimate)**, **D.B.H** 21cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 2



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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.



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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 9.15am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 3

Common Name: Wallangarra White Gum

Tree Details: 8 meters **tall**, 7 meters **wide**,

15+ years **age (estimate)**, **D.B.H** 31cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 3



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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.



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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 9.30am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 4

Common Name: Wallangarra White Gum

Tree Details: 7 meters **tall**, 7 meters **wide**,

15+ years **age (estimate)**, **D.B.H** 28cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 4



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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 9.45am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 5

Common Name: Wallangarra White Gum

Tree Details: 7 meters **tall**, 7 meters **wide**,

20+ years **age (estimate)**, **D.B.H** 40cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Office - 03 51 955 099
Fax - 03 51 955 077
Mobile - 0437791099

Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 5



RMB 3154, Traralgon South, VIC. 3844
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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

This hazard rating system is endorsed by the International Society of Arboriculture from *Evaluation of Hazard Trees in Urban Areas, 2nd edition*, Matheny & Clark, 1994. The scoring system is listed below by category that best fits the tree being assessed.

Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.



RMB 3154, Traralgon South, VIC. 3844
Office - 03 51 955 099
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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 10.00am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 6

Common Name: Wallangarra White Gum

Tree Details: 8 meters **tall**, 9 meters **wide**,

20+ years **age (estimate)**, **D.B.H 39cm**

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 6



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Curb damage by tree 6



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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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RMB 3154, Traralgon South, VIC. 3844
Office - 03 51 955 099
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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 10.15am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 7

Common Name: Wallangarra White Gum

Tree Details: 10 meters **tall**, 9 meters **wide**,

20+ years **age (estimate)**, **D.B.H** 43cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 7



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Curb damage by tree 7



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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 10.30am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 8

Common Name: Wallangarra White Gum

Tree Details: 14 meters **tall**, 11 meters **wide**,

50+ years **age (estimate)**, **D.B.H** 87cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a medium amount of deadwood and small amount of epercormic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: Remove deadwood.



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Hazard rating: 7/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 8



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Curb damage and pavement damage by tree 8



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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 10.45am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 9

Common Name: Wallangarra White Gum

Tree Details: 10 meters **tall**, 9 meters **wide**,

30+ years **age (estimate)**, **D.B.H** 56cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 9



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Curb damage by tree 9



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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 11.00am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 10

Common Name: Wallangarra White Gum

Tree Details: 12 meters **tall**, 10 meters **wide**,

30+ years **age (estimate)**, **D.B.H** 57cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 10



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Curb damage by tree 10



Surface and girdling root



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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 11.15am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 11

Common Name: Wallangarra White Gum

Tree Details: 12 meters **tall**, 10 meters **wide**,

30+ years **age (estimate)**, **D.B.H** 46cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 11



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Curb damage by tree 11



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APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

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Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

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TREE ASSESSMENT & CONDITION REPORT

Client: Chris Dash, Supervisor Arborist from Latrobe City Council

Date & Time of Inspection: 11.30am, 7th of April 2014

Address/Location: In Council car park off Buckley Street, Morwell.

Botanical Name: *Eucalyptus scoparia*, Tree 12

Common Name: Wallangarra White Gum

Tree Details: 12 meters **tall**, 11 meters **wide**,

30+ years **age (estimate)**, **D.B.H** 54cm

Tree Health/Condition:

Excellent **Good** **Average** **Poor**

Comments: The annual growth extension and foliage density factors are average for this species. There is a small amount of deadwood and epercornic growth throughout the canopy. Callous tissue appears average in health with no evidence of decay at old pruning wounds.

Branch formation:

Excellent **Good** **Average** **Poor**

Comments: The weight distribution along the branches is uneven. There is a co dominate stem in the middle canopy with no obvious included bark at the branch union point. The tree has shed small limbs in the past.

Site Suitability:

Excellent **Good** **Average** **Poor**

Comments: The area is a high usage car park that is frequently used by foot and vehicle traffic.

Insect-Fungal-Bacterial attack: **Yes/No**

Comments: None were observed during the inspection period.

Useful Life Expectancy: **0 years.**

Maintenance Requirements:

Comments: None.



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Hazard rating: 6/12 Medium Hazard Rating (refer to attachment).

Reason for this Report:

Comments: Latrobe City Council staff requires an arborist to assess the condition and hazard potential of the tree.

RECOMMENDATIONS:

1. That the Wallangarra White Gum tree be removed and replaced with a more suitable species.



Wallangarra White Gum, tree 12



RMB 3154, Traralgon South, VIC. 3844
Office - 03 51 955 099
Fax - 03 51 955 077
Mobile - 0437791099



Pavement damage by tree 12



RMB 3154, Traralgon South, VIC. 3844
Office - 03 51 955 099
Fax - 03 51 955 077
Mobile - 0437791099

APPENDIX

HAZARD RATING SYSTEM/FORMULA EXPLATATION

This hazard rating system is endorsed by the International Society of Arboriculture from *Evaluation of Hazard Trees in Urban Areas, 2nd edition*, Matheny & Clark, 1994. The scoring system is listed below by category that best fits the tree being assessed.

Failure Potential:

1. **Low** – Defects are minor (e.g. Dieback of twigs, small wounds with good woundwood development).
2. **Medium** – Defects are present and obvious (e.g. Cavity encompassing 10-25% of the circumference of the trunk, codominant stems without included bark).
3. **High** – Defect a numerous and/or significant (e.g. Cavity encompassing 30-50% of the circumference of the trunk, multiple pruning wounds with decay along a branch).
4. **Severe** - Defects are very severe (e.g. heartrot decay sporophores or conks in main stem; cavity encompassing more than 50% of the truck, codominant stems with included bark).

Size of Defective Part

1. most likely failure less than 15cm in diameter
2. most likely failure less than 15-45cm in diameter
3. most likely failure less than 45-75cm in diameter
4. most likely failure greater than 75cm in diameter

Target Rating

1. occasional use (e.g. Open parkland, etc)
2. intermittent use (e.g. Picnic area, day parking)
3. frequent use (e.g. Jogging Track, storage facilities)
4. constant use (e.g. Year-round use for a number of hours for each day, residences, etc)

The hazard evaluation system provides a simple process for Arborists to assess/process the danger and risks associated with trees. This includes death/injury to people and damage to infrastructure from falling branches. The rating system does not define danger. It provides a system for managing trees that could present high risk of failure.

BUCKLEY STREET CAR PARK MORWELL RESULTS.

Letter box drop results.

(Letters hand delivered 3.4.14, approx 1.30pm, and Business asked to provide comments back to Council within one week of receiving letter).

(Letters delivered in Buckley Street between Church Street and Hoyle Street, and Church Street between Princes Drive and Buckley Street Morwell).

Total letters – 37

No response – 30

Accept – 7

Object – 0

Not filled out correctly – 0

Letter box drop returned comments.

1. Trees have damaged pavement and car park areas
2. Trees are inappropriate for the car park
3. Love gum trees, but not in the car park

Written submission results.

Total – Nil objections

History search results.

DATE	PATHWAY NO	ADDRESS	ISSUE
1.2.11	336782	80 Buckley Street Morwell	Split branch in car park
23.1.14	539897	Buckley Street Car Park	Issue's about tree litter
23.1.14	540049	Buckley Street Car Park	Issue's about tree litter
DATE	LCMS	ADDRESS	ISSUE
8.6.06	R510177/00	CL & WM Moore PO Box 3249 Morwell	Issue's about tree litter. One was removed, other 2 trees were removed at a latter date after the request been dicussed at July Council meeting in 2006
DATE	EMAIL	ADDRESS	ISSUE

30.1.14	Grantley Switzer	Day Spa Buckley Street Morwell	Trees are dangerous and dropping branches
---------	------------------	---	--

50 Latrobe Rd,
Morwell
3840 Vic

The Mayor - Sharon Gibson
Latrobe City Council,

LATROBE CITY COUNCIL	
INFORMATION MANAGEMENT	
RECEIVED	
02 APR 2014	
R/O	Doc No:
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Dear Mayor

I repetitively write to you re the proposed removal of the trees from the Buckley Street car park I enclose the piece written in last Monday Advertiser section of the EXPRESS

I was frankly notified that council would consider their removal.

I would like to know what is the cause of complaint and can a solution be found instead of the drastic step of the chainsaw.

With the loss of so many trees due to the recent fires it just seems we need every tree left standing for the benefit they provide to our general well being

I could go on, but I hope my plea is at least heard.

Thanking you,
Yours faithfully

Stella Dobson

Fate of trees to be considered

The council will

The recent request received in the summer of 2014 for the removal of 12 trees in a succession of proposals to have these trees removed from the site of the car park.

A botanist's inspection found the gum trees were in various stages of decline, with some showing signs of dieback and others showing signs of stress.

The report had in some cases recommended that the trees be removed. The removal of trees from the car park will be subject to a council decision on the matter.

The council will consider the removal of the trees in the car park and will make a decision on the matter.

The Mayor
Latrobe City Council,
141 Commercial Rd,
Morwell, 3840

31 Hopetoun Ct
Morwell, 3840
2nd April, 201

Dear Sharon,
I read with some alarm a report in the Latrobe Valley Express (31/4/14) that the fate of the gums in the carpark opposite the Latrobe Community Health Services building is to be considered at Council's meeting on the 7th April.

It is interesting to read that several (how many?) local businesses and shopkeepers requested at the end of January the removal of these trees and that there have been a 'succession of requests' (again, how many?) in the last two years. I read further that the only reason given for not complying with these requests is that the proposal does not meet the council's own policy of removing only 'dead, dying or dangerous' trees.

Moreover it sounds from this report as if the proposal would have been passed but for 'details of complaints and costs mistakenly omitted from the report'.

Presumably without this small delay we would have woken up in the very near future to suddenly find the trees gone.

It is interesting that some people regard the area as a 'car' park. But others (myself included) would like to see it remain
(PTQ)

as 'a piece of ground in ~~an~~ or near a city or town, kept for decoration + recreation or 'an area maintained in its natural state as a public property' (Webster)

That is how people still lucky enough to bike ride or walk would like to see parks.

Trees purify the air, provide shade and habitat for bees. Bees pollinate plants and without plants nothing can live.

Human beings have existed without cars but never as far as I know without plants.

Please do all you can to retain our existing open treed areas.

Yours sincerely,

Mardi Paul (Mrs)

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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**9.2 TRAFFIC INVESTIGATION AT FINLAYSON CRESCENT,
TRARALGON**

General Manager

**Recreation and Community
Infrastructure**

For Decision

PURPOSE

The purpose of this report is to provide Council with updated traffic figures since the installation of speed humps in Finlayson Crescent, 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 2013-2017.

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 2013 - 2017

Theme and Objectives

Theme 5: Planning for the future

To provide a well-planned, connected and liveable community.

Policy – Local Area Traffic Management Policy 13-Pol-1

BACKGROUND

A petition containing 18 signatures (attachment 1) was received on 14 July 2012, requesting that speed humps be installed in Finlayson Crescent, Traralgon, as a permanent solution to addressing speeding vehicles in the street.

At the Ordinary Council meeting held on 16 July 2012, it was resolved:

1. *That Council agrees to lay the petition requesting the installation of speed humps in Finlayson Crescent, Traralgon, on the table until an Ordinary Council meeting to be held no later than 17 December 2012.*

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

2. *That the head petitioner Ms Maree Lee be advised of Council's decision in relation to the petition requesting the installation of speed humps in Finlayson Crescent, Traralgon.*

Following this resolution, traffic counts were undertaken between 14 and 27 August 2012 (attachment 2), and public consultation with residents was completed. The results of these were presented to Council at its Ordinary meeting on 17 December 2012, and Council resolved:

1. *That the matter be deferred pending a meeting between interested Councillors and residents to further discuss the issues raised in regards to speeding and hoon activity in Finlayson Crescent.*

A meeting between interested Councillors and residents was held on 7 February 2013. At the meeting it was requested that traffic counters should again be placed on Finlayson Crescent at the exact same locations as the counts taken in August 2012. In addition, it was requested that traffic counts also be completed on Pollock Avenue, Traralgon.

These counts were completed on 1 May 2013, and are included in attachment 3 (Finlayson Crescent) and attachment 4 (Pollock Avenue).

At its Ordinary meeting held on 20 May 2013, Council resolved:

1. *That the item be deferred until the first meeting in July 2013 to enable Councillors to have further discussions with the residents involved.*

At its Ordinary meeting held on 1 July 2013, Council resolved:

1. *That Council install temporary traffic calming devices in Finlayson Crescent, Traralgon for a period of six months.*
2. *That a review of traffic flow during this six month period in Finlayson Crescent and adjoining cross streets be undertaken and reported back to Council.*
3. *That a final determination be made by Council on review of these figures.*
4. *That Council write to the head petitioner and all other residents who were invited to express their views informing them of Council's decision.*

Rubber speed cushions were installed in Finlayson Crescent on 23 September 2013. Traffic counts were carried out in Finlayson Crescent between 2 and 16 December 2013 (attachment 5), and 17 February and 3 March 2014 (attachment 6), at the same locations as those counts conducted previously, to determine the impact of the speed cushions on traffic speeds and volumes.

Counts were also completed in Pollock Avenue (attachment 7) and Gillies Crescent (attachment 8) between 17 February and 3 March 2014, to determine the impact to traffic volumes on surrounding streets resulting from the installation of the speed cushions in Finlayson Crescent.

ISSUES

The major concern regarding the installation of speed cushions in Finlayson Crescent was the resultant impact to traffic on other surrounding streets. As a Major Access Street under Latrobe City Council's *Design Guidelines*, Finlayson Crescent is designed to carry up to 2000 vehicles per day. Other surrounding north-south running streets in the area, including Gillies Crescent, Cumberland Street and Roosevelt Street, are classified as Minor Access Streets with a design capacity of 500 vehicles per day.

The introduction of traffic calming can deter vehicles from travelling along a street, and in turn redirect them into other streets, causing capacity and/or speeding issues to these lower classified streets. This is particularly true of Gillies Crescent as it is now the only one of the above-mentioned streets not to have traffic calming installed in the street.

Therefore traffic counts were taken in Finlayson Crescent, Pollock Avenue and Gillies Crescent to give an indication of the impacts resulting from the installation of speed humps in Finlayson Crescent.

Finlayson Crescent:

Traffic counts were completed at two locations in Finlayson Crescent after the installation of speed humps in the street. The tables below show the 85th percentile speeds and the vehicle volumes at these locations for all counts taken before and after the installation of the speed humps, to give an indication of their impact on traffic in Finlayson Crescent.

The 85th percentile speed is the accepted major parameter used in assessing vehicle speeds in streets. It is described as being the speed that reasonable people tend to adopt, or feel comfortable with, according to the road environment.

Table 1: 85th Percentile Speeds on Finlayson Crescent

	30m north of Kay Street		110m south of Grey Street	
	Northbound	Southbound	Northbound	Southbound
Aug 2012	50.4 km/h	48.2 km/h	54.0 km/h	50.0 km/h
Apr 2013	51.8 km/h	48.6 km/h	53.6 km/h	50.0 km/h
Dec 2013	43.6 km/h	36.0 km/h	42.5 km/h	39.6 km/h
Feb 2014	42.8 km/h	36.0 km/h	41.8 km/h	39.6 km/h

Table 2: Traffic Volumes (Vehicles per Day) on Finlayson Crescent

	30m north of Kay Street		110m south of Grey Street	
	Northbound	Southbound	Northbound	Southbound
Aug 2012	340	279	282	236
Apr 2013	318	247	268	205
Dec 2013	307	225	243	171
Feb 2014	321	281	246	222

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

In terms of vehicle speeds, the installation of speed humps has seen 85th percentile speeds drop 10-12 km/h in Finlayson Crescent.

In terms of traffic volumes, while the December 2013 counts showed an initial reduction in volume, the February 2014 counts show that volumes had gone back up; indicating that the speed humps had a negligible effect on vehicle volumes.

Pollock Avenue:

Tables 3 and 4 below show the 85th percentile speeds and traffic volumes for Pollock Avenue both before and after the installation of the speed humps in Finlayson Crescent.

Table 3: 85th Percentile Speeds on Pollock Avenue

	50m west of Finlayson Cr (south leg)		50m west of Finlayson Cr (north leg)	
	Westbound	Eastbound	Westbound	Eastbound
Apr 2013	42.5 km/h	43.6 km/h	42.8 km/h	43.9 km/h
Feb 2014	39.6 km/h	40.7 km/h	39.2 km/h	40.0 km/h

Table 4: Traffic Volumes (Vehicles per Day) on Pollock Avenue

	50m west of Finlayson Cr (south leg)		50m west of Finlayson Cr (north leg)	
	Westbound	Eastbound	Westbound	Eastbound
Apr 2013	63	29	20	44
Feb 2014	68	29	20	47

The results above indicate a slight reduction in speeds on Pollock Avenue, and no real effect on traffic volumes.

Gillies Crescent

Table 5 below shows the 85th percentile speeds and traffic volumes for Gillies Crescent.

Table 5: 85th Percentile Speeds and Traffic Volumes (Vehicles per Day) on Gillies Crescent

	40m north of Pollock Avenue	
	Northbound	Southbound
85th % speeds	56.9 km/h	52.2 km/h
Traffic Volume	245	172

Gillies Crescent is classified as a Minor Access Street under Latrobe City Council's *Design Guidelines*, and is therefore designed to carry up to 500 vehicles per day. The results above indicate that while Gillies Crescent is still within its design capacity with a total of 417 vehicles per day, there are high speeds recorded in the street. Under Latrobe City Council's *Local Area Traffic Management Policy*, Gillies Crescent meets the Minimum Eligibility Criteria to consider local area traffic management for the street,

subject to resident support. As there have not been any requests from residents of Gillies Crescent, a traffic investigation has not commenced.

As there were no traffic counts taken at this location prior to the installation of speed humps in Finlayson Crescent, it cannot be determined how much of an impact the devices had on these issues in Gillies Crescent based on these results.

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.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

There has been no further consultation done as part of this report as the final determination of the devices is based on the impacts to traffic.

Previously a letter and feedback form was delivered to 35 residences in Finlayson Crescent and Pollock Avenue.

Details of Community Consultation / Results of Engagement:

Of the 35 letters delivered, Latrobe City Council received eight responses, with six showing support and two objecting.

OPTIONS

Council has the following options available in relation to this report:

1. Not remove the traffic calming devices installed in Finlayson Crescent;
2. Remove the traffic calming devices from Finlayson Crescent.

CONCLUSION

Traffic counts taken since the installation of speed humps in Finlayson Crescent show that 85th percentile speeds have been reduced by 10-12 km/h, with no significant change in traffic volumes.

In conjunction with the counts from Pollock Avenue, which show negligible changes in both speed and volume, it does not appear that the installation of speed humps has redirected traffic to other streets around Finlayson Crescent.

While the traffic counts in Gillies Crescent have highlighted some level of speeding in the street, the traffic volumes are still within its capacity, and it cannot be determined that the installation of speed humps in Finlayson Crescent have contributed to this as there are no counts at this location prior to their installation.

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

Attachments
Nil

RECOMMENDATION

**That Council retain the traffic calming devices installed in
Finlayson Crescent, Traralgon as a permanent treatment.**

Moved: Cr Sindt
Seconded: Cr White

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

9.3 PRESENTATION OF PETITION FOR THE PROPOSED REMOVAL OF 15 CORYMBIA MACULATA SPOTTED GUM STREET TREES GROWING IN NATURE STRIPS IN FOWLER STREET, MOE

General Manager

**Recreation and Community
Infrastructure**

For Decision

PURPOSE

The purpose of this report is to present Council with the results of the public consultation process with the residents of Fowler Street, Moe following a petition for the proposed removal of 15 Spotted Gum trees in this area.

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 2013-2017.

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 2013 - 2017

Strategic Direction – Built Environment

Enhance the quality and sustainability of streetscapes and parks across the municipality through the provision and maintenance of trees that are appropriate to their surroundings.

Service Provision – Infrastructure Maintenance

Provide cyclic and reactive maintenance services for Latrobe City's road, drainage, footpath and tree networks.

Legislation – Local Government Act 1989

Policy – Tree Work Notification Policy 11 POL-3

The purpose of this policy is to detail processes for the notification of significant tree works prior to the works being undertaken.

BACKGROUND

On 26 September 2013 the Latrobe Valley experienced a storm event with strong winds that exceeded 100 kilometres per hour. During this wind storm a large Gum tree failed in Fowler Street Moe, falling onto the house at 83 Fowler Street causing damage to many parts of the resident's home.

The Gum tree was in good health and of sound structure. However the tree's root plate failed below ground level causing the tree to uproot, fall across the footpath and land on the resident's home.

No-one was injured as a result of the tree failing during the wind storms. Council received more than one hundred phone calls on this afternoon, mostly for trees falling across roads and footpaths throughout the municipality.

Further to this event a letter from a Fowler Street resident with attached petition was received (attachment 4) on 9 October 2013 requesting the removal of the other 15 Spotted Gum Trees (see attachments 1, 2 and 3) by some residents of the street.

As per Council's Tree Work Notification Policy, a Council resolution is required prior to the removal of any trees unless they are dead, dying or dangerous and require immediate removal.

At its Ordinary meeting of 2 December 2013 Council resolved the following:

1. *That Council lay the petition requesting the removal of gum trees in Fowler Street, Moe on the table.*
2. *That Council initiate a consultation process with all residents of Fowler Street, Moe, and the broader local community to determine public opinion in relation to the proposed removal of the gum trees.*
3. *That a further report be presented to Council detailing the results of the community consultation.*

Further to this, officers from Council's Tree Maintenance Team hand delivered a total of one hundred letters in the Fowler Street area of Moe with results indicating local residents are in favour of removing the trees (Attachment 5).

ISSUES

In line with the Tree Work Notification Policy, Council's arborist has inspected the gum trees in Fowler Street and the surrounding areas. The gum trees are in good health and have sound structure. The trees were lopped about thirty years ago. Since that time the trees have regrown to their current trunk structure. All subsequent pruning works carried out have been undertaken in accordance with the best practices in arboriculture.

The 15 gum trees do not fall under Council's Tree Work Notification Policy under which an officer can remove a tree without a report going before Council if the tree adjudged to be dead, dying or dangerous.

All pruning works over the last ten years have helped to reduce the amount of tree litter that falls onto Fowler Street and into residents' properties. This has also reduced the risk of branch failure in wind storms and summer/sudden limb drop syndrome. However Council cannot give a guarantee that the gum trees will not drop branches or the trees root systems will not fail below the ground level during wind storms.

There have been ongoing complaints from residents in Fowler Street about these street trees over a long period of time. Their ongoing issues and concerns have been the trees are too big, too dangerous, too messy, drop branches, and have caused damage to Council infrastructure, E.g. footpaths, kerbs, roads and drain systems.

The residents would like Council to consider full removal of these 15 gum trees. They want the possible danger and risk to persons removed from Fowler Street as they feel unsafe in times of inclement weather.

Should Council decide to approve the removal of the trees they will be replaced with a suitable species in the Winter of 2014.

Following public consultation with the residents of Fowler Street, Moe during early 2014 the opinion of local residents clearly indicate they are in favour of removing the trees (Attachment 5), a history of Pathway requests with complaints about the trees is also included in this attachment.

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 15 gum trees in Fowler Street Moe currently present a minor risk for the residents of the street and general public. Council cannot guarantee that any of these gum trees will not fail in some way during future wind storms.

These gum trees have already been identified for removal and replacement in 2014/2015 Inappropriate Street Tree Removal and Replacement Program. The proposed Fowler Street gum tree removals and replacements can be brought forward into this financial year's tree maintenance program as one off works within the 2013/2014 recurrent budget.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Council engaged in consultation, via letter, with the residents of Fowler Street and the surrounding areas during early 2014, the results of which are included as attachment 5.

OPTIONS

1. Remove the 15 Corymbia Maculata Spotted Gum Trees in Fowler Street Moe.
2. Take no action in relation to the 15 Corymbia Maculata Spotted Gum Trees detailed in this report.

CONCLUSION

Council cannot give any guarantee that the 15 gum trees will not drop branches and/or fail at the root plate below ground level into the future during extreme weather events.

Whilst there was a petition received requesting the removal of these trees, not all residents in Fowler Street have signed the petition and it was difficult to determine the exact level of support for the proposed removal.

Council resolved that wider consultation was to be undertaken and the results of this consultation are attached to this report (Attachment 5). The majority of residents surveyed by Council officers who replied to the letter of consultation were in favour of the tree removals.

Attachments

1. ATTACHMENT 1 - Photograph of site
2. ATTACHMENT 2 - Photograph of site
3. ATTACHMENT 3 - Photograph of specimen
4. ATTACHMENT 4 - Petition
5. ATTACHMENT 5 - Results of public consultation

RECOMMENDATION

1. That Council authorise the removal of the 15 *Corymbia Maculata* Spotted Gum Trees in Fowler Street, Moe.
2. That Council inform the residents of Fowler Street, Moe of their decision.

Moved: Cr Gibbons
Seconded: Cr Middlemiss

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

FORESHADOWED MOTION

- 1. Prior to replacing the trees, the residents are consulted and the results are brought to Councillors attention.**

Moved: Cr Gibson
Seconded: Cr Gibbons

That the Motion be adopted.

CARRIED UNANIMOUSLY

9.3

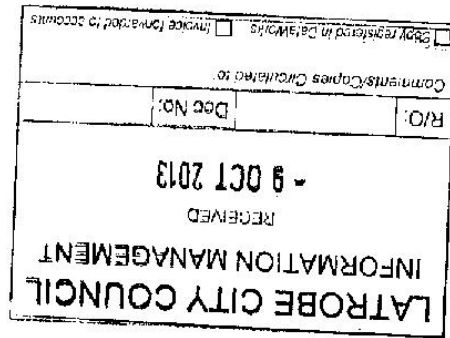
Presentation of Petition for the Proposed Removal of 15 Corymbia Maculata Spotted Gum Street Trees growing in Nature Strips in Fowler Street, Moe

1	ATTACHMENT 1 - Photograph of site	293
2	ATTACHMENT 2 - Photograph of site	295
3	ATTACHMENT 3 - Photograph of specimen.....	297
4	ATTACHMENT 4 - Petition.....	299
5	ATTACHMENT 5 - Results of public consultation	301









C.E.O. Tree
Maintenance, Latrobe City.

As concerned home owners living in Fowler Street Moe, we are asking for some pruning or removal of large trees which are a threat to our homes. Most of these trees are much too big for a suburban street, and damage has already been done by falling branches, and trees and we feel unsafe in times of inclement weather.

Hoping this problem can be solved,
Residents of Fowler

Street Moe. 3825

Loel W Bell 7.10.13.

Petition for tree removal of dangerous trees on Fowler St. Moe.

NAME	ADDRESS	DATE	SIG
NOEL BELL	95 FOWLER ST	2-10-13	<i>N Bell</i>
MARIE BELL	95 Fowler St.	2-10-13	<i>M Bell</i>
JULIE MICHEL	101 FOWLER ST	2-10-13	<i>J Michel</i>
W.G. ROBINSON	103 FOWLER ST.	2/10/13	<i>W Robinson</i>
P.J. Monks	124 FOWLER ST	2/10/13	<i>P Monks</i>
A. Scott		2/10/13	<i>A Scott</i>
NEVILLE SMITH	116 FOWLER ST	2/10/13	<i>N Smith</i>
MATT WESSER	93 FOWLER STREET	2-10-13	<i>M Wesser</i>
MARILYN OWEN	87 FOWLER ST	2-10-13	<i>M. O. Owen</i>
PETER COX	85 FOWLER ST	2-10-13	<i>P Cox</i>
Caral May	83 FOWLER ST	2-10-13	<i>Caral May</i>
B. Warner	79 Fowler St	2-10-13	<i>B Warner</i>
v. Slade	67 Fowler	2-10-13	<i>v. Slade</i>
Daniel Abbott	59 Fowler st	2/10/13	<i>D Abbott</i>
Howard Jones	61 Fowler St Moe	2/10/13	<i>H Jones</i>
John W. Jones	6 Amor CRT NEWBERG CRT.	7/10/13	<i>J W Jones</i>

FOWLER STREET MOE RESULTS.

Letter box drop results.

Total letters – 100

No response – 71

Accept – 26

Object – 2

Not filled out correctly – 1

Letter box drop returned comments.

1. Still waiting for footpath repairs
2. Very happy with idea
3. Trees are dangerous, wrong trees
4. Not happy with replacement choice
5. Trees have caused damage
6. Trees are dangerous
7. Really want trees removed
8. Removing trees will affect wildlife
9. Worried about falling branches
10. Wants Bottlebrush trees for replacements
11. Trees are dangerous, especially in winds
12. Like the trees, but see need for removal
13. Good idea, would like another tree removed
14. Tree are dangerous, to big, damage property
15. Discussed issues with neighbours, they agree with me, removal
16. Leave wood on nature strip for residents
17. Get rid of them
18. Trees are potentially hazards
19. Had issues with falling branches

History search results.

DATE	PATHWAY NO	ADDRESS	ISSUE
21.1.08	161891	43 Fowler St	Branch rubbing on service line
3.4.08	172055	95 Fowler St	Tree is dangerous,swaying in wind
13.10.08	198987	Fowler St	Large branch down on nature strip out front of old Police Station
17.8.09	243045	36 Fowler St	Tree has fallen onto car park area
19.1.10	269661	51 Fowler St	Trees are dangerous, dead branches
5.3.10	277904	36 Fowler St	Low hanging branches on tree
16.3.10	279848	63 Fowler St	Ants all over tree
13.5.10	290523	Fowler St	Wanted all the trees removed
3.6.10	293764	Cnr Fowler St & Langford St	Wants trees pruned
12.7.10	300860	93 Fowler St	Wants tree removed
25.5.11	358751	83 Fowler St	Tree has been dropping branches, caused damage to house roof
22.8.11	374697	25 Fowler St	Resident wants input into new tree species to be planted
20.12.11	400384	93 Fowler St	Wants tree removed
22.6.12	434776	63 Fowler St	Check to see if tree is safe
6.8.12	442337	114 Fowler St	Tree has fallen over
4.7.13	504598	110 Fowler St	Check to see if tree is safe, high winds today
26.9.13	518723	83 Fowler St	Tree has fallen across fence
26.9.13	518728	118 Fowler St	Tree has fallen across road
26.9.13	518755	85 Fowler St	Large branch had fallen landing on roof & verandah, blocking entry into house
1.10.13	519620	21 Fowler St	Tree looks as if its uprooting

9.4 DRAINAGE INVESTIGATION AT ADAM VIEW COURT, TANJIL SOUTH

General Manager

**Recreation and Community
Infrastructure**

For Decision

PURPOSE

This report has been developed to identify possible options to mitigate flooding at 25 Adam View Court, Tanjil South.

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 2013-2017.

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 2013 - 2017

Theme and Objectives

Affordable and sustainable facilities, services and recreation

Strategic Direction 2013-2017 – Develop and maintain community infrastructure that meets the needs of our community.

Legislation

Local Government Act 1989
Water Act 1989

Policy – Special Charge Scheme Policy 13 POL-2

To ensure an equitable and consistent approach is used to implement, administer and deliver Special Charge Schemes under Section 163 of the Local Government Act 1989 in relation to the construction of new roads, sealing / upgrade of unsealed roads, kerb and channel, footpaths, nature strips, traffic calming & management devices, drainage works, including easements, drains and associated infrastructure works throughout the municipality.

BACKGROUND

On 22 March 2011 a severe storm event occurred north of Moe which generated substantial water runoff that exceeded the capacity of the table drain on Adam View Court, Tanjil South and overtopped the road to enter no 25 at and above the driveway access flowing into the house and garage.

The intensity of the storm was estimated as a 1 in 500 year rainfall event. This estimate was established through the recorded rainfall of a number of unofficial Bureau of Meteorology reports from the area.

The property owner raised concerns with Latrobe City Council regarding the flooding of her property and requested works to be undertaken to prevent future rain events affecting her property. She also requested that the cost to rectify damage to her property be reimbursed by Latrobe City Council.

Council denied liability on the basis that the residents claim failed to establish that Council's construction of drainage within the Court was inconsistent with relevant standards for subdivisions in such rural settings at the time when the subject land was developed. The drainage infrastructure in Adam View Court is adequate to cope with flows under normal circumstances and complied with necessary standards at the time of construction.

Since the one off 2011 event, on occasion a tack shed constructed on the property continues to be inundated with storm water during rain events.

At its Ordinary Meeting held on 16 September 2013, Council resolved the following

That a report be provided to Council on options available for the mitigation of flooding at 25 Adam View Court, Tanjil South.

ISSUES

A site assessment determined that the established drainage pattern intended that runoff from the upper catchment would be collected in the table drain and ultimately deposited at the bottom of the court bowl in front of 27 Adam View Court. From here it would drain across the front corner of no 27 and through no 25 and thereon to the bottom of the hill within the designated waterway. However the property owners have benched out their lot up to the side boundary with no 27 and constructed a tack shed and ménage area. An easement for drainage was not established at the time of subdivision as it was then the practice to consider that natural flow paths did not warrant such explicit protection in rural areas.

The property owners contend that the natural flow path did not enter their property originally but continued through no 27 to the bottom of the hill. There is no evidence to support this contention such as signs of ground reshaping and the gates, fences and service pits are all original from the

time of subdivision. There have been no works completed to redirect the natural flow path of the water, besides the construction works completed by the property owners within their property. In the 1990's the State Government established designated waterways for environmental protection which included this drain alignment. Any works on designated waterways require a permit from the West Gippsland Catchment Management Authority (WGCMA). The alignment is shown on maps as being through no 27 but being a desktop exercise only the alignment is subject to field proofing and should not be interpreted literally. This may be the basis for the Frasers' contention.

Other than the initial house and garage all subsequent building and earthworks were undertaken by the property owner without reference to any authority. The only consideration of potential drainage issues was the construction of a catch pit and small diameter pipe where the designated waterway enters their property. This pit and pipe is of insufficient size to manage the overland flow within the designated waterway.

Latrobe City subsequently undertook works to increase the table drain capacity along Adam View Court and reduce the risk of overtopping primarily to protect Council assets from damage by water infiltration and erosion. However the ultimate destination of the runoff still remains at the bottom of the court bowl.

The WGCMA is the authority responsible for designated waterways. Any works on or around a designated waterway require a permit from the WGCMA and there is generally a 30 metre buffer zone restricting any construction works near a designated waterway. WGCMA state "Inappropriate development in and around waterways can lead to bed and bank erosion, obstruction and alteration of flows, restriction of fish passage, changes to flood behaviour and impact on river health and water quality. It is the responsibility of land owners and land managers to seek appropriate advice and permits when planning work on a designated waterway."

The property owners at 25 Adam View Court did not approach WGCMA prior to the construction of their tack shed and ménage area and as such did not take into account the designated waterway running through their property. The designated waterway is the natural overland flow path for the water and where the water currently drains to within this catchment.

There are a number of treatments that can be implemented to address the water inundating the tack shed and ménage area, including

- Construction of catch pit and 100 metres of 300mm PVC pipe to divert water to a dam on 27 Adam View Court. These works would require the approval of WGCMA and also the acquisition of an easement.
- Construction of catch pit and 150 metres of 300mm PVC pipe through 25 Adam View Court to transfer the water past the tack shed and ménage area. These works would require the approval of WGCMA and also the acquisition of an easement.

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

- Remove tack shed and regrade the area to restore natural flow path and constrain the surface flows past the ménage area. These works would require the approval of WGCMA.

Council have implemented a Special Charge Scheme Policy to ensure the equitable and consistent approach to the implementation of schemes to address a number of issues, including the implementation of drainage schemes. Should Council consider works were required in this area, a Special Charge Scheme could be initiated to fund the construction of necessary infrastructure. All property owners in Adam View Court would most likely be required to make a contribution to this scheme should it be declared.

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.

1. Construct catch pit and install 100 metres of 300mm PVC pipe to divert water to the dam on no 27 Adam View Court. Estimate \$50,000- plus legal costs and costs associated with the acquisition of an easement.
2. Construct catch pit and install 150 metres of 300mm PVC pipe through no 25 Adam View Court to transfer water passed the buildings and ménage area. Estimate \$50,000- plus legal costs and costs associated with the acquisition of an easement.
3. Remove the tack shed at 25 Adam View Court and regrade the area to constrain the surface flows to the side boundary passed the ménage area. Estimate \$10,000 plus removal of tack shed.

There is no current budget allocation for these works. A special charge scheme could be implemented to fund any construction works should they be deemed warranted.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Several on site meetings have been held with the owners of 25 Adam View Court. A number of possible solutions to the drainage issues experienced within 25 Adam View Court that could be implemented by the property owners have been discussed, but the property owners are of the view that any works should be the responsibility of Latrobe City Council, despite the construction works completed with their property that have contributed to this issue.

OPTIONS

The following options have been identified as part of the drainage investigation associated with 25 Adam View Court, Tanjil South:

1. Take no further action. The subdivision was developed prior to amalgamation when this area was part of the Shire of Narracan and the drainage pattern was established in compliance with the standards at the time. The property owner undertook building and earthworks without reference to any outside authority and was aware that the established drainage pattern was through their property. Thus the consequences of their actions are their own responsibility to rectify.
2. Subject to consent from the neighbouring property owner at no 27 Adam View Court, construct a catch pit at the bottom of the court to collect storm runoff and transfer via pipe along the fence line to the neighbour's dam. An easement would need to be established and acquired. This option is not failsafe as any hindrance in pit entry conditions or excessive inflows would cause the surcharge to revert to the established pattern unless additional earthworks are undertaken through no 27 to establish an alternate surface surcharge route.
3. Construct a catch pit at the bottom of the court to collect storm runoff and transfer via pipe passed the tack shed and ménage area. Excess inflows or hindrance to pit entry conditions would cause the surcharge to revert to the established drainage pattern. An easement would need to be established and acquired to protect Council's asset from further impacts.
4. Remove the tack shed and regrade the area to constrain the surface flows to the side boundary passed the ménage area. The current small diameter pipe would be retained to pass nuisance flows and allow the area to dry off between significant rainfall events.

CONCLUSION

There are a number of solutions to address the overland flow of storm water through the tack shed and ménage area in 25 Adam View Court, Tanjil South as mentioned in this report. The drainage at the site currently functions as originally designed, with water directed to the designated waterway running through 25 and 27 Adam View Court. As the property owner undertook building and earthworks without reference to any outside authority and was aware that the established drainage pattern was through their property, the subsequent consequences of their actions are their own responsibility to rectify and should not be completed at the expense of Council.

A number of discussions have been held with the property owner outlining possible solutions they could implement within their property to address the overland flows, subject to the approval of the WGCMA. The property owner is of the strong opinion that it is the responsibility of Council to address their concerns, despite the construction works completed on their property within the designated waterway which has created this issue.

Attachments
Nil

RECOMMENDATION

1. That no further action be taken by Council relating to this matter and that any works completed at the site are the responsibility of the land owner.
2. That Council notify the property owner of 25 Adam View Court of its decision.

ALTERNATE MOTION

That Council defer consideration of this item, so that a meeting between the Acting CEO, Mrs Kellie Fraser, the neighbouring property owners and the West Gippsland Catchment Management Authority, can be undertaken to explore the most appropriate options to mitigate the flooding issues.

Moved: Cr O'Callaghan

Seconded: Cr Rossiter

That the Motion be adopted.

CARRIED UNANIMOUSLY

CORRESPONDENCE

10. CORRESPONDENCE

**10.1 CAR PARKING AT TRARALGON, MORWELL AND MOE
RAILWAY STATIONS**

General Manager

Chief Executive Officer

For Information

PURPOSE

The purpose of this report is to provide Council with a response received from Public Transport Victoria regarding car parking at Moe, Morwell and Traralgon railway stations.

DECLARATION OF INTEREST

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

OFFICER COMMENTS

At the ordinary Council meeting on 18 November 2013 Council resolved:

- 1. That the Mayor write to the appropriate authorities and request an update, which included timelines, on when improved car parking will be provided at the Traralgon, Morwell and Moe train stations.*
- 2. That the response be tabled at an Ordinary Council Meeting.*

Refer to attachment 1 for a copy of Council's letter to Ian Dobbs, Chair and Chief Executive of Public Transport Victoria (PTV).

Refer to attachment 2 for a copy of response letter received from Ray Kinnear, Director, Network Planning of Public Transport Victoria.

The response from Public transport Victoria fails to satisfy in any meaningful way the initial request from Council in relation to car parking provision at Traralgon, Morwell and Moe train stations. In this context it is appropriate to consider further dialogue with relevant authorities (including VLine, VicTrack and PTV) and local State Government representatives to further discuss this matter.

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)****Attachments**

1. Letter to Public Transport Victoria
2. Response from Public Transport Victoria

RECOMMENDATION

That Council:

1. **Note the correspondence from Ray Kinnear, Director, Network Planning of Public Transport Victoria in relation to car parking at Traralgon, Morwell and Moe railway stations.**
2. **Request the Chief Executive Officer to schedule meetings between Council and appropriate authorities and local State Government representatives to further explore the issue of improved car parking car parking at Traralgon, Morwell and Moe train stations.**

Moved: Cr Middlemiss
Seconded: Cr Gibbons

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

10.1

Car Parking at Traralgon, Morwell and Moe Railway Stations

- 1 Letter to Public Transport Victoria..... 315**
- 2 Response from Public Transport Victoria 317**

Our Ref: 943533

27 November 2013

Ian Dobbs
Chair and Chief Executive
Public Transport Victoria
PO Box 4724
MELBOURNE VIC 3001

Dear Mr Dobbs

CAR PARKING PROVISIONS AT MOE, MORWELL AND TRARALGON RAILWAY STATIONS

Latrobe City Council is committed to the provision of adequate car parking opportunities for residents and visitors to our municipality, and in particular in proximity to public transport nodes. In this context, at its Ordinary Meeting on 18 November 2013, council resolved the following:

That the Mayor write to the appropriate authorities and request an update, which includes timelines, on when improved car parking will be provided at the Traralgon, Morwell and Moe train stations

That the response be tabled at an Ordinary Council meeting

Working in collaboration with the community and key stakeholders, Council has developed a range of initiatives to identify and enhance the strategic significance of public transport opportunities within our activity centres. These include:

- Moe Activity Centre Plan - adopted 2007
- Traralgon Station Precinct Masterplan – adopted 2011
- Traralgon and Morwell Parking Strategies – ongoing.

In accordance with the above resolution, I respectfully request that you provide Latrobe City Council with an update including timelines on implementing improved car parking at Latrobe City train stations. Council welcomes any opportunity to partner with key stakeholders to enhance outcomes for our community.

If you would like any further information about this request, please contact Chris Wightman, Manager Future Planning on 03 5128 5410 or via email Chris.Wightman@latrobe.vic.gov.au. Damian Blackford, Manager Infrastructure Development on 03 5128 6106 or via email Damian.Blackford@latrobe.vic.gov.au

Yours sincerely

CR SHARON GIBSON
Mayor

cc: Theo Taifalos
Chief Executive Officer
V/Line
PO Box 5343
MELBOURNE VIC 3001

Campbell Rose
Chief Executive
Vic Track
GPO Box 1681
MELBOURNE VIC 3001

Dean Yates
Secretary
Department of Transport, Planning and Local Infrastructure
GPO Box 2797
Melbourne VIC 3001

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Telephone 1800 800 007
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Ref: COR/13/164163

Cr Sharon Gibson
Mayor
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Dear Cr Gibson

CAR PARKING

Thank you for your letter of 10 December 2013 to Mr Ian Dobbs regarding car parking at Moe, Morwell and Traralgon railway stations. Mr Dobbs has asked that I respond on his behalf. I apologise for the delay in responding.

I recognise the important role that adequate parking plays in the development of a sustainable, usable and efficient train system. Recent significant patronage increases on the train network have led to some existing car parks becoming more crowded. Expanding car parking availability and capacity across the network is considered a high priority.

In conjunction with V/Line, Public Transport Victoria regularly monitors the entire network's station infrastructure.

There are currently no plans for further expansion to car parking at Moe, Morwell or Traralgon stations; however, I have noted Council's interest in this matter. Car park expansions will be considered as funding becomes available and prioritised against other competing demands across the network.

Yours sincerely

RAY KINNEAR
Director, Network Planning

15/01/2014

PRESENTATION OF PETITIONS

11. PRESENTATION OF PETITIONS

Nil reports

CHIEF EXECUTIVE OFFICER

12. CHIEF EXECUTIVE OFFICER

Nil reports

ECONOMIC SUSTAINABILITY

RECREATION AND COMMUNITY INFRASTRUCTURE

14. RECREATION AND COMMUNITY INFRASTRUCTURE

**14.1 LATROBE LEISURE MORWELL STADIUM MAINTENANCE
ASSESSMENT**

General Manager

Recreation and Community
Infrastructure

For Decision

PURPOSE

The purpose of this report is to present to Council completed maintenance works at Latrobe Leisure Morwell (LLM) stadium and identified future maintenance works.

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 2013-2017.

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.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 2: Appropriate, affordable and sustainable facilities, services and recreation

Objective - To provide facilities and services that are accessible and meet the needs of our diverse community.

Objective - To enhance the visual attractiveness and liveability of Latrobe City.

Strategic Directions:

Promote and support more involvement of children in active recreation and sport.

Develop and maintain community infrastructure that meets the needs of our community.

Promote and support opportunities for people to enhance their health and wellbeing.

BACKGROUND

Latrobe Leisure Morwell is a leisure facility that comprises an eight lane 25m swimming pool, a fully equipped gym, multi-use group fitness room and a multi-use 3 court stadium. The stadium component of the facility is heavily utilised throughout the week by 3 key user groups, Morwell Basketball Association, Morwell Netball Association and Latrobe Valley Volleyball Association.

The condition of the stadium had been identified by the stadium's user groups and as such, an open forum was held on 13 August 2013 which was attended by Cr.Middlemiss, Council officers and representatives from the user groups.

At this meeting, representatives from the user groups raised concerns about the current state of the stadium facilities and outlined some key priorities to improve the condition of the stadium.

At its Ordinary meeting held on 7 October 2013, Council resolved the following:

"That, prior to the planned major maintenance upgrades to the Latrobe Leisure Morwell Facility, Council officers engage the LLM Users Group to assess the current stadium facilities and identify potential opportunities for the future.

The outcome of this assessment to be reported to council for consideration in the annual budget process and of possible external funding support".

ISSUES

Following the initial meeting and subsequent resolution of Council, stadium management began contacting user groups to meet with them again to ascertain feedback in relation to the concerns raised about the current state of the stadiums facilities.

Meetings with these groups took place up until April 2014 and the below table provides information on the maintenance works and issues that were identified by the user groups throughout all meetings.

Although the Council resolution indicated that works were to be assessed as part of the annual budget process, some of the identified works were undertaken in the current 2013/14 budget and some of the other projects were identified in meetings after the draft 2014/15 budget was submitted to Council.

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

Completed Works		
Item:	Description:	Project Funding
Flooring issues on court 1	There has been an issue with the flooring on court 1 with an old piece of chipboard needing to be replaced. This has been fixed.	Building Maintenance Recurrent Budget
Score benches on all courts	Latrobe City Council's building maintenance team built new score benches for all the courts within the stadium.	Building Maintenance Recurrent Budget
Rings and Backboards on court 1	The backboards and rings on court 1 were tightened and fixed.	Building Maintenance Recurrent Budget
Heating and cooling to the stadium offices	Both the stadium and tournament offices have had reverse cycle air-conditioning/heating installed.	Building Maintenance Recurrent Budget
Lighting in the passage leading to the toilets and change rooms	Latrobe City Council's building maintenance team have fixed the lights in the hallway leading to the toilets and change rooms.	Building Maintenance Recurrent Budget
Public noticeboard space for stadium sports	Latrobe Leisure has installed a new notice board in the hallway of the stadium for the primary use of the stadium user groups.	Leisure Recurrent Budget

Identified Potential Projects		
Item:	Description	Estimated Cost:
Improved lighting over all three courts in the stadium area	This project was identified as a high priority by the user groups and will be referred to the 2015/16 Leisure Conditions Assessment Capital Works Program.	\$30,000 - \$50,000
Removal of the beams in front of courts 2 and 3	This project would require the complete redevelopment of the stadium as these beams are structural elements to the facility. As such, this project is not deemed practical at this stage.	N/A
The removal of the walkway running next to court 2	This proposal was a very low priority for all the users at the facility due to the high cost and limited benefits.	\$200,000+
Flooring in the tournament office	This is scheduled to be completed as part of the gym refurbishment project in July 2014. This has been communicated to all user groups.	N/A
Update court 1 to accommodate a netball court	This cannot be completed until the court is stripped back to wood and re-line marked completely. This project would need to be considered as part of future Leisure Conditions Assessment Capital Works Program.	\$22,000
Upgrade the scoreboards on all courts	Currently all scoreboards are operational and as in line with other leisure facilities, are replaced only as required.	\$25,000
Blinds for the tournament office	Quotes have been sourced and this will be completed and funded within 2013/14 recurrent budget.	\$200 - \$300
Extend court 3 grand stand seating all the way back to the wall as it is on court 2.	This was raised by Morwell basketball to add further seating options for the court 2 and 3 seating area. This project would need to be considered as part of future Leisure Conditions Assessment Capital Works Program.	\$20,000 - \$30,000

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

A physio room to be built onto the stadium for tournament use	Currently, there is no capacity in the stadium for this project.	N/A
Clad the walls of the stadium	These works would need to be considered as part of future Leisure Conditions Assessment Capital Works Program.	\$10,000 - \$12,000

During 2014/15 budget workshop discussions, \$20,000 was allocated to the draft 2014/15 budget for a consultant to undertake a stadium revitalisation plan and car parking master plan for Latrobe Leisure Morwell.

The revitalisation plan will identify projects and works that are required within the stadium in order to improve its appeal. As with the projects and works already identified above, all additional potential works will then be considered and prioritised as part of future budget planning processes.

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.

As outlined in the table previously, some maintenance works have already been completed and funded from the 2014/15 recurrent budget.

All proposed future projects/works at the Latrobe Leisure stadium will need to be considered and prioritised through the annual draft budget process.

In addition, external funding streams will be sought should any of the potential projects or works meet specific funding guidelines.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

The following engagement meetings have taken place to discuss the current state of the Latrobe Leisure Morwell stadium:

- An open forum was held on 13 August 2013 which was attended by Cr.Middlemiss, Council officers and representatives from the user groups.
- The Latrobe Leisure Morwell user group meeting was held on 22 October 2013 which was attended by Cr.Middlemiss, Council officers and representatives from the user groups.
- Meetings, emails and phone calls were made with user groups up until April 2014.

The above consultation methods resulted in the identification of potential works required at the stadium, some of which have been completed and others which will need to be considered in future years.

OPTIONS

1. That Council note this report on completed and planned works for the Latrobe Leisure Morwell indoor stadium.
2. That Council request further information regarding the identified potential project be provided.

CONCLUSION

Issues with the current condition of the Latrobe Leisure Morwell indoor stadium was first raised to Council officers in 2013 which prompted an open forum meeting to be held on 13 August 2013 between user group representatives and Council officers to identify these issues.

At the ordinary council meeting held on 7 October 2013 Council resolved that further engagement of user groups was required to identify potential opportunities for the stadium in the future. As such, consultation with user groups occurred up until April 2014 and from all consultation, a list of priorities works was identified.

Some of these works have been completed and funded in the 2013/14 recurrent budget and all other potential works will be considered and prioritised as part of future budget planning processes.

In addition, \$20,000 has been allocated in the draft 2014/15 budget for a consultant to undertake a stadium revitalisation plan and car parking master plan for Latrobe Leisure Morwell. Additional works priorities may result from this plan and again, will be considered and prioritised as part of future budget planning processes.

Attachments

Nil

RECOMMENDATION

- 1. That Council note this report on completed and planned works for the Latrobe Leisure Morwell indoor stadium.**

Moved: Cr Middlemiss

Seconded: Cr White

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

14.2 LOCAL AREA TRAFFIC MANAGEMENT OUTSTANDING ISSUES REVIEW

General Manager

**Recreation and Community
Infrastructure**

For Decision

PURPOSE

The purpose of this report is to present Council with a list of outstanding local area traffic management issues and provide options as to how these issues should be addressed in line with Council's *Local Area Traffic Management Policy*.

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 2013-2017.

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 2013 - 2017

Theme and Objectives

Theme 4: Advocacy for and consultation with our community

Theme 5: Planning for the future

To provide a well-planned, connected and liveable community.

Policy – Local Area Traffic Management Policy 13-Pol-1

BACKGROUND

Over the last seven years, Council has resolved to refer a number of local area traffic management projects to the Capital Works program for future funding consideration. A summary of these projects, and the dates that they were resolved to be referred, is listed below:

- 5 March 2007 – Glendonald Estate, Churchill
 - Staged works to construct traffic calming devices in Churinga Drive, Amaroo Drive, Ikara Way and Euroka Crescent, Churchill

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

- 17 September 2007 – Traralgon East Neighbourhood Renewal Area
 - Staged works to construct traffic calming devices in Cameron Street, Furlonger Street, Stuart Street, Farrington Parade, Taylor Crescent, Cathercole Drive and Maskrey Street, Traralgon
- 7 December 2009 – Strathcole / Morgan Drive, Traralgon

Since these projects were referred to the Capital Works program, a total of seven of the 12 streets identified have been funded and works completed.

The remaining five streets have not been of high enough priority compared to other projects on the list to attract funding, and therefore remain on the Capital Works program for funding consideration. These streets are:

- Amaroo Drive, Churchill;
- Ikara Way, Churchill;
- Euroka Crescent, Churchill;
- Taylor Crescent, Traralgon; and
- Strathcole / Morgan Drive, Traralgon.

At the time that each of these projects were referred to the Capital Works program for funding, Council did not have any policy relating to local area traffic management, and therefore there has not been a fair and consistent approach to determining local area traffic management projects.

At its Ordinary meeting on 16 September 2013, Council adopted its Local Area Traffic Management Policy (attachment 1). This is aimed to not only assess local area traffic management requests consistently, but also in line with allocated funding, to ensure that projects do not remain unfunded on Council's Capital Works program for considerable lengths of time.

ISSUES

A major concern in Council's previous approach to local area traffic management works is that more projects were being identified than Council had the capacity to fund. This has resulted in projects such as those listed above being left on the Capital Works program list without there being a high likelihood of funding.

The aim of Latrobe City Council's Local Area Traffic Management (LATM) Policy is to ensure that projects are identified and ranked consistently so that those that make it to the Capital Works program have a realistic chance of being funded. This approach also avoids creating an unrealistic expectation in the community whereby a project on the Capital Works program list is imminently going to be carried out, when this may never be the case.

Therefore it is reasonable to revisit Council's outstanding local area traffic management projects and apply the LATM Policy to determine which projects still have merit according to this approach.

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

This will result in those remaining projects currently on the Capital Works program list as either having a greater likelihood of being funded and completed, or being removed altogether where it is deemed that they do not meet the requirements of the LATM Policy and therefore their priority is too low to realistically ever achieve funding.

Under Latrobe City Council's LATM Policy, Council will only consider traffic calming on municipal roads where the following Minimum Eligibility Criteria is met:

- The road is classed as an Access Lane, Access Place, Minor Access Road or Major Access Road;
- The speed limit applied to the road is 50 km/h or less;
- The road is a minimum of 150 metres in length;
- The 85th percentile speed of vehicles is more than 10% over the speed limit of the road *OR* the traffic volume is greater than the design volume of the road; and
- The road elevation / incline / grade is not deemed excessive by Latrobe City Council.

This Minimum Eligibility Criteria has been used to assess each of the outstanding local area traffic management issues above to recommend the next course of action for each issue.

In each street, speeds were assessed by using the 85th percentile speed, which is the accepted major parameter used when assessing vehicle speeds in streets. It is described as being the speed that reasonable people tend to adopt, or feel comfortable with, according to the road environment.

Amaroo Drive, Churchill:

The speed limit of Amaroo Drive is an unsigned 50 km/h, the default speed in a built up area. The most recent traffic counts taken in June 2012 (summary in attachment 2) show the 85th percentile speed in Amaroo Drive to be as high as 58.7 km/h.

In terms of traffic volumes, according to Latrobe City Council's Design Guidelines, Amaroo Drive is classified as a Major Access Street, meaning it is designed to carry up to 2000 vehicles per day.

The 2012 traffic counts show that, at its peak location, Amaroo Drive carries approximately 775 vehicles per day, which is well below its design capacity.

Under Latrobe City Council's LATM Policy, Amaroo Drive meets the Minimum Eligibility Criteria for traffic calming to be considered in the street.

Ikara Way, Churchill:

The speed limit of Ikara Way is an unsigned 50 km/h, the default speed in a built up area. The most recent traffic counts taken in March 2014 (summary in attachment 3) show the 85th percentile speed in Ikara Way to be as high as 52.9 km/h.

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

In terms of traffic volumes, according to Latrobe City Council's Design Guidelines, Ikara Way is classified as a Minor Access Street, meaning it is designed to carry up to 500 vehicles per day.

The 2014 traffic counts show that, at its peak location, Ikara Way carries approximately 250 vehicles per day, which is well below its design capacity.

Under Latrobe City Council's LATM Policy, Ikara Way does not meet the Minimum Eligibility Criteria for traffic calming to be considered in the street.

Euroka Crescent, Churchill:

The speed limit of Euroka Crescent is an unsigned 50 km/h, the default speed in a built up area. The most recent traffic counts taken in March 2014 (summary in attachment 4) show the 85th percentile speed in Euroka Crescent to be as high as 51.5 km/h.

In terms of traffic volumes, according to Latrobe City Council's Design Guidelines, Euroka Crescent is classified as a Minor Access Street, meaning it is designed to carry up to 500 vehicles per day.

The 2014 traffic counts show that, at its peak location, Euroka Crescent carries approximately 170 vehicles per day, which is well below its design capacity.

Under Latrobe City Council's LATM Policy, Euroka Crescent does not meet the Minimum Eligibility Criteria for traffic calming to be considered in the street.

Taylor Crescent, Traralgon:

The speed limit of Taylor Crescent is an unsigned 50 km/h, the default speed in a built up area. The most recent traffic counts taken in February 2014 (summary in attachment 5) show the 85th percentile speed in Taylor Crescent to be as high as 47.2 km/h.

In terms of traffic volumes, according to Latrobe City Council's Design Guidelines, Taylor Crescent is classified as a Minor Access Street, meaning it is designed to carry up to 500 vehicles per day.

The 2014 traffic counts show that, at its peak location, Taylor Crescent carries approximately 315 vehicles per day, which is well below its design capacity.

Under Latrobe City Council's LATM Policy, Taylor Crescent does not meet the Minimum Eligibility Criteria for traffic calming to be considered in the street.

Strathcole / Morgan Drive, Traralgon:

The speed limit of Strathcole / Morgan Drive is an unsigned 50 km/h, the default speed in a built up area. The most recent traffic counts taken in October 2009 (summary in attachment 6) show the 85th percentile speed in Strathcole / Morgan Drive to be as high as 59.8 km/h.

In terms of traffic volumes, according to Latrobe City Council's Design Guidelines, Strathcole / Morgan Drive is classified as a Major Access Street, meaning it is designed to carry up to 2000 vehicles per day.

The 2009 traffic counts show that, at its peak location, Strathcole / Morgan Drive carries approximately 1320 vehicles per day, which is well below its design capacity.

Under Latrobe City Council's LATM Policy, Strathcole / Morgan Drive meets the Minimum Eligibility Criteria for traffic calming to be considered in the street.

Based on the above information, two streets – Amaroo Drive, Churchill, and Strathcole / Morgan Drive, Traralgon – meet the Minimum Eligibility Criteria based on Council's LATM Policy. Both of these projects should now proceed to a consultation stage with affected residents as per the next stage of the LATM Policy to determine if there is adequate resident support for the projects to be considered.

The remaining three streets – Ikara Way and Euroka Crescent, Churchill, and Taylor Crescent, Traralgon – do not meet the Minimum Eligibility Criteria and should not be considered further for traffic calming.

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.

Cost estimates have been completed for each of the five outstanding projects on the Capital Works program list:

- Amaroo Drive, Churchill - \$160,000
- Ikara Way, Churchill - \$36,000
- Euroka Crescent, Churchill - \$95,000
- Taylor Crescent, Traralgon - \$27,000
- Strathcole / Morgan Drive, Traralgon - \$85,000

In total, there is currently an estimated \$403,000 worth of unfunded local area traffic management projects existing in the Capital Works program list. Removing the three projects that do not meet the Minimum Eligibility Criteria will reduce this by \$158,000 to \$245,000.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Latrobe City Council has not engaged in any consultation in preparing this report.

In determining the future direction of the remaining two projects, Latrobe City Council will need to consult with all affected residents of the streets to determine their level of support for traffic calming, as per Council's LATM Policy.

OPTIONS

Council has the following options available in relation to this report:

1. Leave all five outstanding local area traffic management issues in the Capital Works program to await future funding opportunities.
2. Follow the process set out in Council's LATM Policy to reassess the five outstanding local area traffic management issues. This would result in:
 - a. The removal of Ikara Way and Euroka Crescent, Churchill, and Taylor Crescent, Traralgon, from the Capital Works program; and
 - b. The commencement of consultation with affected residents of Amaroo Drive, Churchill, and Strathcole / Morgan Drive, Traralgon, regarding their level of support for traffic calming.

CONCLUSION

The five outstanding local area traffic management projects have remained on the Capital Works program for many years without receiving priority for funding. In their current form, there is no guarantee that these projects will receive funding for completion.

By reassessing these projects in line with Council's LATM Policy, it will enable those projects that do not meet the Minimum Eligibility Criteria to be removed from the Capital Works program list, while allowing the remaining projects to be put through a consistent and transparent assessment process to better determine their priority for funding.

Attachments

1. Local Area Traffic Management Policy
2. Amaroo Drive Traffic Counts Summary
3. Ikara Way Traffic Counts Summary
4. Euroka Crescent Traffic Counts Summary
5. Taylor Crescent Traffic Counts Summary
6. Strathcole / Morgan Drive Traffic Counts Summary

RECOMMENDATION

1. That Council remove the following projects from the Capital Works program:
 - Ikara Way, Churchill;
 - Euroka Crescent, Churchill; and
 - Taylor Crescent, Traralgon.
2. That consultation regarding the support for traffic calming commence with affected residents in the following streets:
 - Amaroo Drive, Churchill; and
 - Strathcole / Morgan Drive, Traralgon.
3. That a further report be presented to Council after this consultation process detailing the results of consultation.
4. That Council write to all affected residents informing them of its decision.

Moved: Cr White
Seconded: Cr Sindt

That the Recommendation be adopted.

For the Motion

Councillor/s Gibbons, White, Middlemiss, O'Callaghan, Sindt.

Against the Motion

Councillor/s Rossiter, Gibson

The Mayor confirmed that the Recommendation had been CARRIED

14.2

Local Area Traffic Management Outstanding Issues Review

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3	Ikara Way Traffic Counts Summary	345
4	Euroka Crescent Traffic Counts Summary.....	347
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6	Strathcole / Morgan Drive Traffic Counts Summary.....	351

Document Name: **Local Area Traffic Management Policy**

13 POL-1

Adopted by Council: **16 September 2013**

Policy Goals

The purpose of this policy is to ensure requests for traffic calming devices / measures on municipal roads are assessed fairly and consistently. Where traffic calming measures are deemed necessary, priority ranking is applied in a fair and consistent manner, along with sound financial management practices to ensure works are scheduled and implemented accordingly.

Relationship to Latrobe 2026 & Council Plan

This policy relates to the following Strategic Objectives contained within Latrobe 2026: The Community Vision for Latrobe Valley and the Council Plan:-

Regulation and Accountability

Latrobe 2026:

In 2026, Latrobe Valley demonstrates respect for the importance of rules and laws to protect people's rights, outline obligations and support community values and cohesion.

Built Environment

Latrobe 2026:

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.

Natural Environment

Latrobe 2026:

In 2026, Latrobe Valley enjoys a beautiful natural environment that is managed and protected with respect, to ensure a lasting legacy for future generations.

Governance

Latrobe 2026:

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.

Council Plan

Theme:

02. APPROPRIATE, AFFORDABLE & SUSTAINABLE FACILITIES, SERVICES & RECREATION

Objective:

To provide facilities and services that are accessible and meet the needs of our diverse community

Strategic Direction:

- Develop and maintain community infrastructure that meets the needs of our community.
- Ensure Latrobe City Council's infrastructure and assets are maintained and managed sustainably.

Theme:

03. EFFICIENT, EFFECTIVE & ACCOUNTABLE GOVERNANCE

Objective:

To provide open, transparent and accountable governance

Strategic Direction:

- continuously review our policies and processes to increase efficiency and quality of our facilities and the services we provide.

Theme:

04. ADVOCACY FOR & CONSULTATION WITH OUR COMMUNITY

Objective:

To ensure effective two-way communication and consultation processes with the community in all that we do

Strategic Direction:

- Work with relevant agencies to improve the management and maintenance of all roads and roadsides in Latrobe City.
- Work with the community and other key stakeholders to improve community safety and harmony.

Theme:

0.5 – PLANNING FOR THE FUTURE

Objective:

To provide clear and concise policies and directions in all aspects of planning.

Strategic Direction:

- Plan and coordinate the provision of key services and essential infrastructure to new growth and developments.

Policy Implementation

The Local Area Traffic Management (LATM) Policy process is broken into five stages as follows:

1. *Minimum Eligibility Criteria*
2. *Resident Support*
3. *Detailed Traffic Study*
4. *LATM Candidate List*
5. *Design and Consult Stage*

In accordance with Section 4 – Urban Road Design of Latrobe City Council's Design Guidelines (Design Guidelines for Subdivisional Developments, Urban and Rural Road and Drainage Construction and Traffic Management Projects), Council will only consider requests for traffic calming on municipal roads where the following *Minimum Eligibility Criteria* is met:

- The road is classed as an Access Lane, Access Place, Minor Access Road or Major Access Road;
- The speed limit applied to the road is 50 km/h or less;
- The road is a minimum of 150 metres in length;
- The 85th percentile speed of vehicles is more than 10% over the speed limit of the road *OR* the traffic volume is greater than the design volume of the road; and
- The road elevation / incline / grade is not deemed excessive by Latrobe City Council.

Note: Where a road is classed as a Collector or Link Road, traffic calming devices will not be considered by Council due to higher traffic speed and volume priority.

Where the road meets the *Minimum Eligibility Criteria*, the Traffic Engineer will determine the study area, which will include all properties that would reasonably be affected by the installation of traffic calming devices.

As traffic calming devices can have a significant impact upon street character and functionality of the road, resident support is critical to the outcome of the request. Therefore, requests for traffic calming devices will only be investigated where strong *Resident Support* is demonstrated by those in the identified study area. The Traffic Engineer will initiate contact with affected property owners by sending an information pack containing detailed information about the various forms of traffic calming devices, and a form for signing which confirms the property owner is in support of the request.

Where at least 60% of the properties in the affected area respond in favour of the request to investigate the installation of traffic calming devices / measures, the Traffic Engineer will prioritise eligible requests by undertaking a *Detailed Traffic Study* using the following assessment criteria (refer also Attachment 2.):

- Traffic volume – vehicles per day;
 - *This is the 7-day average collated during the traffic survey which details the number of vehicles per day in both directions.*
- 85th percentile speeds – represents typical traffic speeds;
 - *The accepted major engineering parameter used when assessing vehicle speeds. It represents the speed that a reasonable person adopts, or feels comfortable with, according to the road environment.*
- Education facilities;
 - *For example, schools, kindergartens, child care centres, etc.*
- Activity generators;
 - *For example, parks, playgrounds, etc.*
- Accident statistics – indicates prevalence of accidents.
 - *Analysis of VicRoads 'CrashStats' crash data for the last 5 years to determine the amount of casualty accidents that have occurred. Note: this may only include accidents where speed is a major contributor.*

This ranking procedure is necessary, as demand for traffic calming devices far outweighs the capacity to fund the works. Where there is insufficient support from residents within the

study area, the installation of traffic calming devices may not be supported by Council (subject to safety concerns).

Council will promote the highest ranking projects from the *LATM Candidate List* to a *Design and Consult* stage based on the estimated cost and Council's allocated funding. A detailed design will then be completed and released to affected residents for their feedback. Council will also undertake consultation with other affected stakeholders, such as emergency service providers and bus lines.

Once Council deems sufficient support has been established from this consultation, works will be completed as part of Latrobe City Council's Capital Works Program in accordance with applied rankings, funding and resource availability.

Due to our changing environmental factors, roads that do not reach the *Design and Consult* stage after three years may be removed from the candidate list. If a request is removed from the list and the affected property owners deem it is still necessary, they may re-apply to have the request re-considered.

In some cases, the ranking and therefore timeframes set by Council may not reflect community preference. In this case, all requests for traffic calming devices which reach the *Detailed Traffic Study* stage will be given the opportunity to form a Special Charge Scheme. Special Charge Schemes allow community members to assist in funding the implementation of requested works, which in turn produces a shorter implementation timeframe. Please refer to the Special Charge Scheme Policy for further detail.

This policy has been reviewed after giving proper consideration to all the rights contained within the *Charter of Human Rights and Responsibilities Act 2006*; and any reasonable limitation to human rights can be demonstrably justified.

Charter acknowledgement - for internal auditing purposes only:

YES/NO Name:

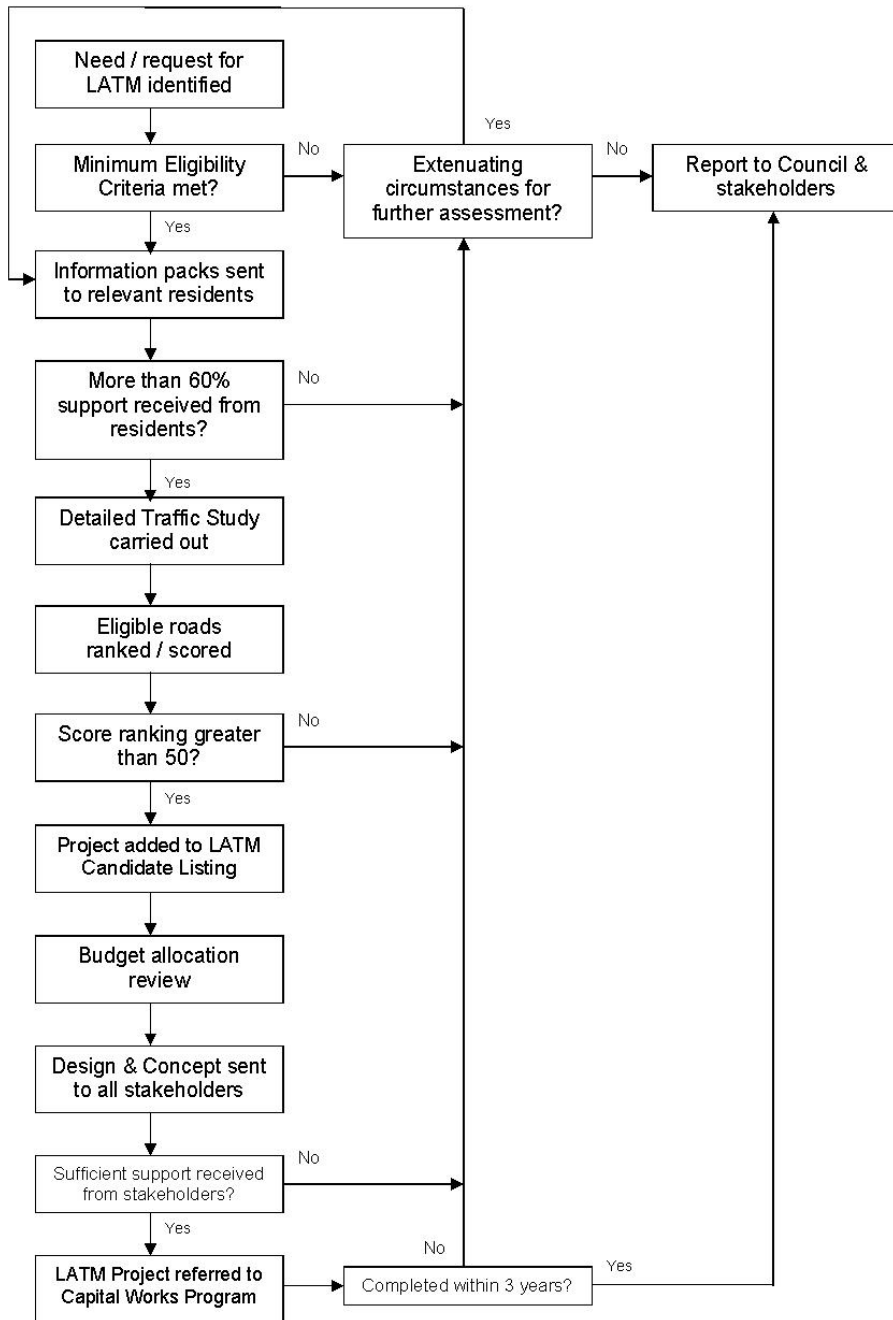
Date: / / 2013

Signed :


Chief Executive Officer

Date : 20/09/2013.

Appendix 1 – Local Area Traffic Management (LATM) Process Flow



Appendix 2 – Detailed Traffic Study Criteria Ranking Matrix**Traffic Volumes**

- Two-way 5-day average traffic volumes are considered:

Volume	Points Assigned
Less than design capacity	0
1-10% over design capacity	4
Greater than 10%	6

85th Percentile Speeds

- Average 85th percentile speed of the whole street segment is considered:

85 th Percentile Speed	Points Assigned
Less than 5 km over the speed-limit	0
Between 5-10 km over the speed limit	4
Greater than 10 km over the speed limit	6

Education Facilities and Activity Generators

- Education facilities include kindergartens, schools etc.
- Activity generators include parks and playgrounds, shopping areas etc.

Facility	Points Assigned
Education facility within 500 m of street	1
Activity generator within 200 m of street	1
Absence of footpaths	1

Accident Statistics

- Speed-related accidents that have been reported in the last 5-year period.

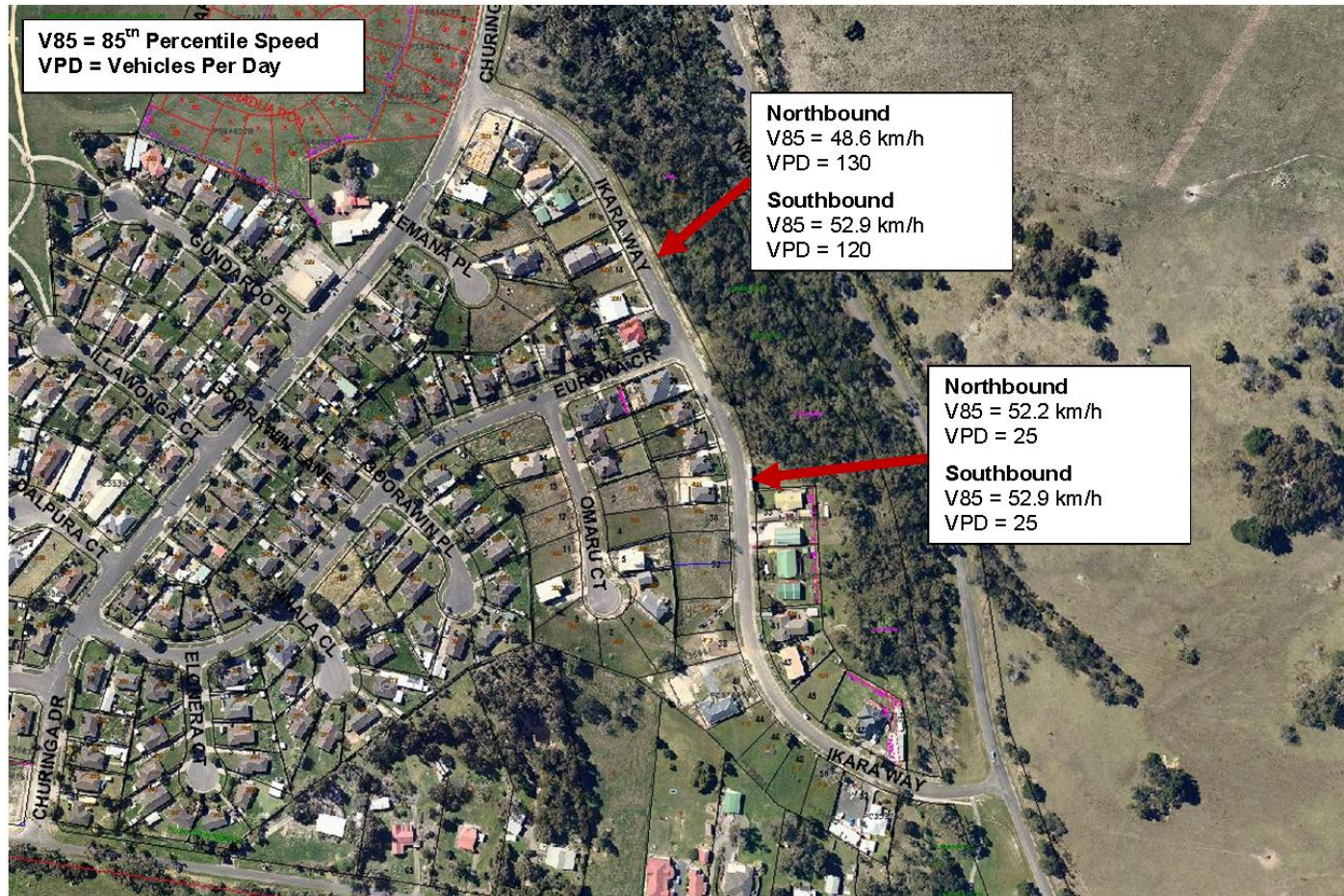
Accidents	Points Assigned
3	1
4 - 5	2
6 - 7	3
8 - 9	4
10+	5

The total street score will be determined from above which will allow all requests to be ranked according to this criteria.

Amaroo Drive Traffic Counts – 29 May – 11 June 2012



Ikara Way Traffic Counts – 25 February – 10 March 2014



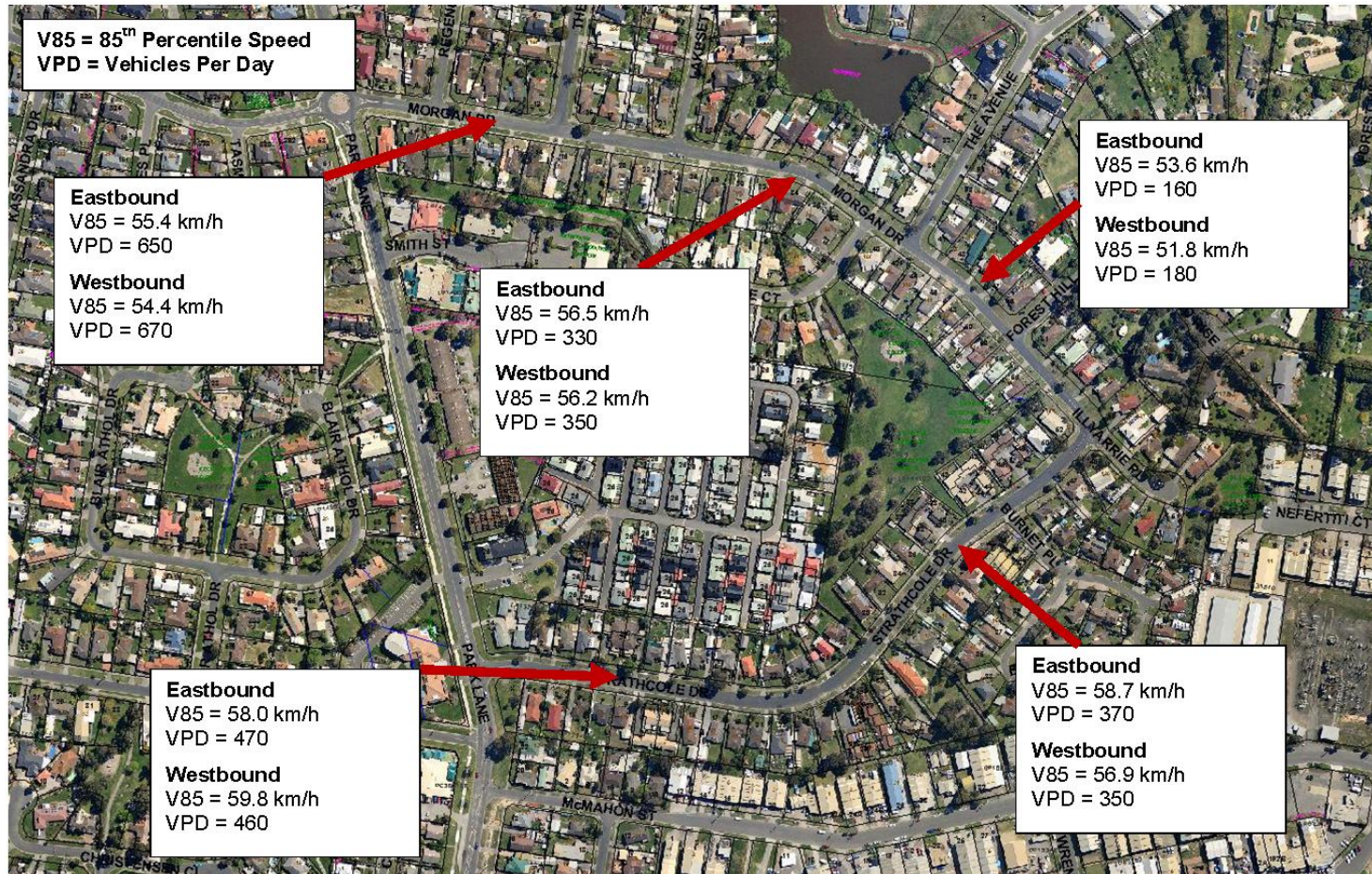
Euroka Cr Traffic Counts – 25 February – 10 March 2014



Taylor Cr Traffic Counts – 17 February – 3 March 2014



Strathcole / Morgan Dr Traffic Counts – 6-19 October 2009



14.3 CHURCHILL EAST WEST LINK MASTER PLAN
IMPLEMENTATION

General Manager

**Recreation and Community
Infrastructure**

For Decision

PURPOSE

The purpose of this report is to propose a strategy to implement the *Churchill East West Link Draft Master Plan and Urban Design Framework*. In particular, it proposes the packaging of projects consistent with the plan and aiming to meet the objectives of funding agencies, to ensure that any future Latrobe City Council contributions gain maximum funding leverage.

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 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives - Built Environment

To achieve the vision for a connected and inclusive built environment it is important that accessibility of community services and facilities are preserved and enhanced as communities evolve. We must also consider key urban needs such as housing; commercial and industrial uses; railway and road infrastructure; water, sewerage and energy supply; and open space and recreational areas.

Latrobe City Council Plan 2013 - 2017

Theme 2: Affordable and sustainable facilities, services and recreation

Objectives:

- *To promote and support a healthy, active and connected community.*
- *To provide facilities and services that are accessible and meet the needs of our diverse community.*
- *To enhance the visual attractiveness and liveability of Latrobe City.*

Strategic Directions:

- *Develop and maintain community infrastructure that meets the needs of our community.*
- *Improve and link bicycle paths, footpaths and rail trail networks to encourage physical activity and promote liveability.*

- *Enhance and develop the physical amenity and visual appearance of Latrobe City.*
- *Continue to maintain and improve access to Latrobe City's parks, reserves and open spaces.*

Theme 4: Advocacy for and consultation with our community

Objectives:

- *To ensure effective two-way communication and consultation processes with the community in all that we do.*

Strategic Directions:

- *Strengthen relationships with the Victorian and Australian Governments to ensure Latrobe City is positioned to maximise benefits from regional policy and funding opportunities.*
- *Work with the community and other key stakeholders to improve community safety and harmony.*

Theme 5: Planning for the future

Objectives:

- *To provide a well planned, connected and liveable community.*
- *To provide clear and concise policies and directions in all aspects of planning .*

Strategic Directions:

- *Plan and coordinate the provision of key services and essential infrastructure to support new growth and developments.*
- *Work with stakeholders to maintain and enhance the natural environment and biodiversity of Latrobe City and the region.*

Strategy & Plans –

Churchill Town Centre Plan, adopted 2007, and modified in 2010

BACKGROUND

The Churchill East West Link is a central element of the Churchill Town Centre Plan, which was adopted by Latrobe City Council in 2007, with an update adopted in 2010. The East West Link is the main feature of planning for the precinct between Philip Parade and the University Campus, aiming to provide a substantial improvement to the current unsatisfactory link between the campus, Latrobe Leisure Churchill and the town centre.

The preparation of the Master Plan for the East West Link in the “Eel Hole Creek and University Campus” precinct was identified in 2011 as the final step in implementing the town centre plan. The Master Plan provides a conceptual framework to guide detailed designs in the precinct. Its purposes are to provide a basis for funding applications, and to guide capital works decisions.

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

Latrobe City Council adopted the Churchill East West Link Master Plan on 3 December 2013, after a lengthy period of research and consultation.

ISSUES

Adoption of the Churchill East West Link Master Plan has not created expectations that projects within the Master Plan will be implemented immediately – it has always aimed to provide a framework for future decision making. Nevertheless, it is a Plan with significant local support, and its adoption by Latrobe City Council has confirmed its formal status.

Implementation of the Master Plan is expected to take place over many years, and with a wide variety of stakeholders. The adoption of the Plan facilitates seeking of funding on an opportunistic basis, particularly if contributions can leverage significantly greater levels of funding. A specific aim is to facilitate a significant infrastructure project as part of Churchill's 50th Anniversary celebrations in 2015.

It is therefore proposed that the following strategy should be adopted for implementation of the Master Plan:

1. Continue to scan potential sources of funding, ensuring that the objectives of the funding bodies are consistent with those of the Master Plan;
2. Actively seek a mix of funding sources for projects or packages of projects within the adopted plan;
3. Maximise the leveraging of funds to gain the greatest return for any outlay;
4. Remain flexible in developing packages of projects to maximise community benefits and minimise cost to Latrobe City Council; and
5. Continue to mainly focus on the projects identified in the Master Plan as "Primary Priority", relating to the east-west link itself.

It is therefore proposed that the projects identified in the Master Plan should be packaged according to the availability of funding and the objectives of funding organisations. Examples of different packages of projects could involve:

- Encouraging sustainable development, such as the Putting Locals First Program (supporting projects such as the Eel Hole Creek crossing, the East West Link itself and Eel Hole Creek Pavilion)
- Community safety, such as the Public Safety Infrastructure Fund (supporting the east-west link itself, other footpaths and public lighting)
- Art, culture and heritage programs (supporting any projects with a link to the Art and Culture Trail, including Eel Hole Creek Pavilion)
- Environmental or waterway improvement programs (supporting the reinstatement of Eel Hole Creek).

An example of a package of projects has resulted from the interest of regional officers of Regional Development Victoria in promoting

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sustainable regional development in Latrobe City through the “Putting Locals First” program. They have expressed support for the preparation of a submission including funding of a package of projects including completing the detailed design and construction of the new Eel Hole Creek crossing, completing the first stage of works at the Eel Hole Creek Pavilion, and completing a range of landscaping and pathways between the campus and town centre.

The Objectives of this package of projects are as follows:

- To progress implementation of the Churchill East West Link Master Plan;
- To establish and open a significant infrastructure project as part of Churchill’s 50th Anniversary celebrations in 2015;
- To achieve a major stage of the link between Churchill town centre, Latrobe Leisure Churchill and the university campus;
- To achieve a first stage of Eel Hole Creek Pavilion (the heritage and culture pavilion which is a key attraction in the art and culture trail);
- To achieve substantial funding support from the State and/or Commonwealth Governments; and
- To achieve funding and in-kind support from a range of corporate and community sponsors.

The package of projects has an aggregate cost of \$1 m. Funding of the package has been secured from a group of partners including Federation University Australia, Monash University, the Gippsland Education Precinct, corporate sponsorship (of which GDF SUEZ has already allocated funding plus in-kind support), and community contributions. A contribution of \$235,000 from Latrobe City Council would be required, and this may be the basis of a future capital budget decision.

The package of projects is relatively attractive, because it delivers a \$1 m group of projects for an outlay of \$235,000 from Latrobe City Council. It also provides a significant commencement to the implementation of the Master Plan, with substantial community benefits. This allocation was unable to be accommodated in the draft 2014/15 budget.

While this package of projects remains on-hold, other funding opportunities will be sought. In the meantime, it may be possible that other stakeholders may seek State Government, University and corporate funding for smaller elements of the Churchill East West Link Master Plan such as Eel Hole Creek Pavilion.

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 main risks regarding implementation of the Master Plan are:

- The potential for unrealistic expectations that Latrobe City Council will contribute to projects; and

- The risk of a loss of community confidence and momentum if the implementation of the Master Plan is delayed for long periods.

The issue of unrealistic community expectations has been addressed by regular reference to the role of the Master Plan as the basis for future funding submissions, including consideration in Latrobe City Council's capital budget.

The potential loss of community confidence and momentum is being addressed by continuing to support the development of projects that require little or no Latrobe City Council funding support.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

The preparation of the Churchill East West Link Master Plan followed consultation relating to a Key Directions Report and a Draft Master Plan. The processes included targeted engagement with main stakeholders; broader exhibition through the *Latrobe Valley Express* and *Churchill News*; newsletters on the Churchill Town Centre Plan; and use of the Latrobe City Council website for information and feedback.

Implementation of the Churchill East West Link Master Plan remains an agenda item for the Churchill Town Centre Plan Implementation Consultation Group, chaired by Cr White.

Details of Community Consultation / Results of Engagement:

Since the adoption of the Master Plan, stakeholders with an interest in the redevelopment of the precinct have continued to seek opportunities for finding opportunities for resourcing its implementation. In particular, the projects relating to the Churchill Art and Culture Trail have continued to be pursued by the auspice organisation - Gippsland Education Precinct.

OPTIONS

The strategic options for implementation of the Churchill East West Link Master Plan include:

1. Focus on a fixed sequence of projects, with funding sought for each stage;
2. Adopt the proposed strategy, involving seeking of funding on an opportunistic basis, leveraging significantly greater levels of funding, and maintaining a focus on the East West Link itself.
3. Place all implementation on hold until funding becomes available.

CONCLUSION

The Churchill East West Link Master Plan is central to the Churchill Town Centre Plan, and has solid support in the Churchill community. Consequently, continuing efforts to find funding opportunities will maintain a level of trust in the Plan.

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

The needs of funding bodies periodically change, meaning that an implementation strategy needs to be flexible. Opportunities appear for limited times, so it is critical to be able to move quickly when they arise.

There will continue to be challenges in finding resources, so the proposed strategy is recommended.

Attachments
Nil

RECOMMENDATION

That the strategy for implementation of the Churchill East West Link Master Plan includes the following:

- **Continue to scan potential sources of funding, ensuring that the objectives of the funding bodies are consistent with those of the Master Plan;**
- **Actively seek a mix of funding sources for projects or packages of projects within the adopted plan;**
- **Maximise the leveraging of funds to gain the greatest return for any outlay;**
- **Remain flexible in developing packages of projects to maximise community benefits and minimise cost to Latrobe City Council; and**
- **Continue to mainly focus on the projects identified in the Master Plan as “Primary Priority”, relating to the east-west link itself.**

Moved: Cr White

Seconded: Cr Middlemiss

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

The meeting was adjourned at 8.32 PM for a tea break.

The Meeting recommenced at 8.42 PM.

**14.4 DUST MITIGATION OPTIONS FOR THE UNSEALED SECTION OF
ROCLA ROAD, TRARALGON EAST**

General Manager

**Recreation and Community
Infrastructure**

For Decision

PURPOSE

The purpose of this report is to provide Council with options to mitigate dust for residents along Rocla Road, Traralgon East.

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 2013-2017.

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 2013 - 2017

Theme and Objectives

Theme 2: Affordable and sustainable facilities, services and recreation

Strategic Direction –

Appropriate, affordable and sustained facilities, services and recreation.

- *Develop and maintain community infrastructure that meets the needs of our community.*
- *Enhance and develop the physical amenity and visual appearance of Latrobe City.*

Legislation –

Local Government Act 1989

Policy – Special Charge Scheme Policy 13 POL-2

BACKGROUND

Rocla Road Traralgon East as shown on the attached plan (attachment 1) runs between the Princes Highway (southern end) and Dranes Road (northern end).

The southern section of Rocla Road is fully constructed from the Princes Highway to a point adjacent to the third last industrial allotment at 67-71 Rocla Road, a length of approximately 1020 metres. The remaining northern section of Rocla Road (approximately 540 metres) through to Dranes Road is formed and lightly gravelled. There are two rural living dwellings, one either side of the gravel section of Rocla Road, two vacant farm land lots and two industrial allotments fronting this unsealed section of road. The Latrobe City Council Register of Public Roads identifies Rocla Road as:

- Sealed Access <= 60km/hr from Princes Highway to the end of seal at approximately 1.02 KM, and
- Limited Access from end of seal to Dranes Road.

Since 2000, Council has received regular and ongoing complaints/reports from a resident concerning dust, speeding vehicles and heavy vehicles using the unsealed section of Rocla Road.

To address these complaints, Council initially considered a proposal to close the road to traffic. After giving public notice and inviting submissions, Council subsequently resolved not to proceed with this course of action after receiving a number of submissions from the community objecting to the proposal.

Following further complaints, Council again considered the issues associated with the unsealed section of Rocla Road. In April 2001 Council, after completing the statutory process resolved to impose a 3 tonne load limit and a 40 km/h speed limit on the unsealed section of Rocla Road. Road traffic management signs were subsequently erected.

In 2002, Council again considered concerns relating to heavy vehicles and speeding vehicles using the unsealed section of Rocla Road. At the Ordinary Council Meeting held 4 February 2002 Council resolved:

1. *That the owners of the two properties on the corner of Dranes Road and Rocla Road be asked if they are willing to contribute \$4,000 each to the sealing of the first 200m of Rocla Road from Dranes Road.*
2. *That a further report be presented following receipt of the owners comments.*

A further report was presented at the 5 August 2002 Ordinary Council Meeting. This report advised Council that following consultation with the affected residents, they indicated they were *“not willing to contribute towards the cost of sealing the road and believed sealing would encourage more vehicles and higher speeds”*. Council subsequently resolved:

That Council continues to monitor the situation but takes no other action at present.

**ORDINARY COUNCIL MEETING MINUTES
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At the 1 August 2011 Ordinary Council Meeting, Council considered another request to close Rocla Road to through traffic. The request from a resident adjoining Rocla Road detailed a number of issues relating to amenity and health concerns caused by vehicles using the gravel section of road. The issues specifically being dust, speeding vehicles and heavy vehicles. The resident suggests three possible options to remedy the problems but encourages Council to close Rocla Road to through traffic. Council subsequently resolved:

- 1. That Council, pursuant to Section 207 and Schedule 11 Clause 9 of the Local Government Act 1989, gives public notice of its intention to consider a proposal to place permanent barriers/gates on the unsealed section of Rocla Road, Traralgon East to prevent through traffic between the Princes Highway and Dranes Road.*
- 2. That Council notify VicRoads, nearby residents, farm and industrial property owners of its intention to consider a proposal to place permanent barriers/gates on the unsealed section of Rocla Road, Traralgon East preventing through traffic between Dranes Road and the Princes Highway.*
- 3. That Council in accordance of a section 223 of the Local Government Act 1989 consider submissions received regarding this proposal to place barriers/gates on the unsealed section of Rocla Road, Traralgon East to prevent through traffic between the Princes Highway and Dranes Road at a future Ordinary Council Meeting.*

This matter was considered again at the Ordinary Council Meeting held 19 March 2012.

Council subsequently resolved:

That Council defers the matter until Ordinary Council meeting April 2 2012.

At meeting 2 April 2014 Council again considered the option to close Rocla Road and made following resolutions:

That Council reject the proposal to close the unmade section of Rocla Road and continue to maintain in accordance with the Latrobe City Register of Public Roads Intervention Levels and Time Frame requirements.

And in addition:

- 1. That a report be presented to Council on the option of dust mitigation and upgrading of the existing gravel surface and/or reconstruct and sealing of the northern unmade section of Rocla Road.*
- 2. That Council write to all submitters advising them of Council's decision and thanking them for their submission.*

ISSUES

Officer investigation revealed that there are a number of options to mitigate against dust along Rocla Road.

Seal unmade section of Rocla Rd with 100 mm rock two coat seal 4m wide with a 5m rock formation.

This would provide a full sealed road between the two existing sealed roads, being Rocla Road and Dranes Road. Should Council seal the length of the unmade section it is anticipated that this will increase traffic and may eventually result in the road needing to receive a full upgrade. The full length seal will eliminate any dust issues which the residents of Rocla Road are currently enduring.

Seal 150 m from Dranes Rd road along Rocla Rd, 100mm rock 4m wide seal with 5m rock formation.

This is the most cost effective measure to mitigate against dust in Rocla Road, particularly abutting the residential properties. By sealing the northern end of Rocla Road back to the residential property boundary, officers anticipate that this will mitigate dust without necessarily encouraging additional through traffic.

Complete a full upgrade of unmade section minimum 200mm rock, 5.5m wide two coat seal on 6.5m formation.

Upgrading of the full length of the unsealed section of Rocla Road is likely to increase the amount of light vehicle traffic and also encourage heavy vehicles from the industrial area to use this road. The seal would create dust during construction stages, but once complete will eliminate dust issues for residents completely.

Under the Speed Zoning Guidelines, this section of Rocla Road would most likely be classified as rural in nature, and therefore the default speed limit of 100 km/h would be most suitable. As it is already in VicRoads system at 40km/h, there is no requirement for Latrobe City Council to change this, but it can't be expected that it will be complied with should the unmade section of road be sealed. It is reasonable to expect that should the entire length of the road be sealed, speeds will be significantly higher than the signed 40 km/h.

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.

Options	Distance	Seal width	Rock width (formation)	ESTIMATED COST
1. Seal unmade section of Rocla Rd with 100 mm rock two coat seal 4m wide with a 5m rock formation	540 m	4m	5m	\$110,000
2. Seal 150 m from Dranes Rd road along Rocla Rd, 100 mm rock 4m wide seal with 5m rock formation	200 m	4m	5m	\$40,000
3. Full upgrade of unmade section minimum 200 mm rock, 5.5m wide two coat seal on 6.5m formation	540 m	5.5m	6.5m	\$210,000

Option 2 can be completed utilising funds from the 2014/15 Road Reseal Program budget. Options 1 and 3 would need to be referred to a future Capital Works Program for consideration.

INTERNAL/EXTERNAL CONSULTATION

There has been no additional community engagement in preparation of this report.

OPTIONS

Council officers' investigations revealed the following options for dust mitigation:

1. *Seal unmade section of Rocla Road with 100 mm rock, two coat seal at 4m wide with a 5m rock formation. Sealing the length of Rocla Road will eliminate dust caused from traffic using the road.*
2. *Seal 150 m from Dranes Road along Rocla Road, 100mm rock, 4m wide seal with 5m rock formation. It is anticipated that this will mitigate dust issues at the residential dwellings along Rocla Road.*
3. *Complete a full upgrade of the unmade section of Rocla Road with minimum 200mm rock, 5.5m wide two coat seal on 6.5m formation. Sealing the length of Rocla Road will eliminate dust caused from traffic using the road.*

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)****CONCLUSION**

Residents on Rocla Road have had issues with dust infiltration for a lengthy period of time.

The community consultation conducted for prior reports revealed residential concerns around sealing the unsealed section of road may increase vehicle speeds and also the amount of vehicles using Rocla Road. There is also strong sentiment from the community for Rocla Road to remain open to traffic.

Council Officers have investigated the options available to mitigate dust and have concluded that the best dust mitigation option for Rocla Road is to seal either a portion of the road the length of the residential properties, or sealing the entire length of the road.

Attachments

1. Attachment 1 - Rockla Road Map

RECOMMENDATION

That council seal 150 m from Dranes Road along Rocla Road, using 100 mm of rock, 4m wide seal with 5m rock formation.

Moved: Cr Rossiter
Seconded: Cr Middlemiss

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

Cr O'Callaghan returned to the chamber after the tea break at 8.46 PM

14.4

Dust mitigation options for the unsealed section of Rocla Road, Traralgon East

- 1 Attachment 1 - Rockla Road Map..... 365**

Unsealed Section of Rocla Road, Traralgon



28 April 2014

COMMUNITY LIVEABILITY

14. COMMUNITY LIVEABILITY

Nil reports

PLANNING AND GOVERNANCE

16. PLANNING AND GOVERNANCE

16.1 PLANNING POLICY FRAMEWORK REVIEW SUBMISSION:

GENERAL MANAGER

Planning and Governance

For Decision

PURPOSE

The purpose of this report is to seek endorsement of Council for the attached submission relating to proposed changes by the State Government to the Planning Scheme format of State and Local Planning Policy.

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 2013-2017.

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 2013 - 2017

Theme and Objectives

Theme 5: Planning for the future

Objective: Advocate for planning changes at the state level to reflect regional needs and aspirations.

Strategic Direction: In consultation with the community, review Council's Municipal Strategic Statement and the Latrobe City Planning Scheme.

BACKGROUND

In 2013, the Minister for Planning appointed a Ministerial Advisory Committee to review the current State Planning Policy Framework (SPPF) in light of the preparation of the Plan Melbourne document and eight Victorian Regional Growth Plans.

The Committee has framed a draft PPF which has been put out for public comment (Attachment 1).

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

The Committee has requested that any submission be of a technical nature and be as brief, but meaningful, as possible.

A submission (Attachment 2) has been drafted and will be forwarded to the Committee by the due date of 23 May 2014.

DISCUSSION

Currently, the Planning Scheme has a framework that separately sets out the State Planning Policy and the Local Planning Policy.

The proposed changes to the PPF will see like policy areas of the Planning Scheme located together. This is consistent with the intention of the PPF review to be a 'policy neutral' review, which merely translates the existing policy from the existing format to a new format.

This will result in the same land use outcomes occurring as to what presently occurs, given the policy in the Planning Scheme will not change.

The only foreseeable risk to Council relates to how the PPF review may impact upon Latrobe City's current Planning Scheme Review (PSR), which has commenced. This will be addressed in the submission as an area of concern.

The submission seeks the support of the Minister to recognise that the PSR is vital for Latrobe City and that we do not wish to see that work impacted in any significant way by the implementation of the PPF.

Latrobe City's submission to that draft PPF

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.

INTERNAL/EXTERNAL CONSULTATION

Given the short time frames for submissions to be made, no external consultation has occurred. Relevant internal departments have been given the opportunity to contribute to the preparation of the submission.

OPTIONS

1. Endorse the Planning Policy Framework Review submission;
2. Endorse the Planning Policy Framework Review submission with changes; or
3. Not make no submission

CONCLUSION

The attached submission represents a coordinated response by Latrobe City officers and addresses the positives, areas of concern and questions raised by the draft PPF.

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

1. Draft Latrobe City Council Planning Policy Framework
2. Submission to the proposed Planning Policy Framework
3. Submission to Plan Melbourne - December 2013

RECOMMENDATION

That Council endorses the Planning Policy Review submission and directs officers to forward the submission to the Ministerial Advisory Committee.

Moved: Cr Gibbons
Seconded: Cr White

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

16.1

Planning Policy Framework Review Submission:

- 1 Draft Latrobe City Council Planning Policy Framework..... 373**
- 2 Submission to the proposed Planning Policy Framework..... 477**
- 3 Submission to Plan Melbourne - December 2013..... 479**

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
VERSION FOR PUBLIC COMMENT

Planning Policy Framework, Integration version March 2014

Revised SPPF with draft *Plan Melbourne* and RGP's included, and showing potential integration of local policy.

This document has been prepared by the SPPF Review Advisory Committee.

This document is based on the Advisory Committee's interpretation of the October 2013 version of Plan Melbourne, and the December 2013 versions of Regional Growth Plans.

The Committee proposes that state policy appears in each scheme, but regional policy appears only in relevant schemes. Local policy would appear only in the scheme to which it applies. All state and regional policy would appear in the Victoria Planning Provisions, but local policy would not.

This version shows the how policy would apply in the:

Latrobe City Planning Scheme

ABOUT THIS DOCUMENT

This document has been prepared by the SPPF Review Advisory Committee.

It is document a 'work-in-progress' of the Committee for comment. Comments are sought until 23 May 2014. An information package containing and explaining this document as well as general information about consultations and the actions of the Committee can be found on the website of the Department of Transport, Planning and Local Infrastructure at www.dtpli.vic.gov.au/planning. Go to the section listing current planning panels and advisory committees.

The Committee is headed towards an integrated version of state, regional and local policy to replace the SPPF and LPPF and provide a more streamlined and easy to interpret presentation of policy.

The Committee has benefited from feedback on its earlier 'foundation draft'. Two critical issues have emerged:

1. The 'rules of entry into the Planning Policy Framework (PPF), and
2. A more defined approach to language.

Mark up conventions

Clauses in this draft have been marked to identify where the policy has originated:

- [10.2p5] Clause and paragraph number from current SPPF. These policies may have been edited by the Committee.
- [New] New text introduced as part of a policy neutral review of the SPPF by the Committee.
- [Update] New text inserted after consultation with policy owners (State government departments and statutory authorities and agencies).
- [PM pg 10] [1.1.1.1] *Plan Melbourne* page reference or action reference
- [RGP] New text to implement Regional Growth Plans
- [DP] Metropolitan Planning Strategy Discussion Paper, 2012

Rules of entry

New policy must meet each of the rules of entry to be considered for inclusion in the PPF.

Rule 1. Status

1. At a state policy level, the policy must be formally adopted policy of the State Government.
2. At a regional policy level, the policy must be formally adopted policy of the State Government or all the affected councils.
3. At the local policy level, the policy must be formally adopted policy of the relevant planning authority, or the State Government.

Rule 2. Relevance

1. The policy must achieve at least one of the following four objectives:
 - (a) facilitate sound, strategic planning and co-ordinated action at State, regional and municipal levels
 - (b) facilitate the integration of land use and development planning and policy with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels
 - (c) facilitate development
 - (d) facilitate positive actions by responsible authorities and planning authorities to meet the planning objectives of Victoria.
2. The policy is best applied through the land use planning and development system.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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Rule 3. Drafting

1. The text of the policy must be prepared in a form that meets the drafting conventions of the Planning Policy Framework.

Rule 4. Document references

1. Documents required to make or inform a planning decision, which meet Rule 1, may be included under “Guidelines for decision makers.”
2. Documents which do not meet Rule 1, but which form useful background as to why a policy has been drafted in a particular way, may be included as “Background Documents”.

Defined language**Strategies**

The following matrix of strategy verbs presents the Committee’s approach to the use of verbs in strategies based on the policy approach to be taken and the type of action to which the policy is directed. It identifies whether the strategy has a focus of facilitation, regulation, further planning work or identifying matters for consideration.

Matrix of strategy verbs		APPROACH TO BE TAKEN		
		Make it happen (facilitate)	Support it happening (support)	Control what happens (should must)
ACTION THEMES	Build new	Facilitate Provide	Support Create	Require
	Repair	Upgrade	Improve	Restore
	Reinforce	Maintain	Conserve	Protect Reinforce
	Preserve	Reduce (the adverse impact)	Minimise (the adverse impact)	Avoid (the adverse impact)
	Decide	Recognise Balance		
	Plan	Prepare (a specific type of plan) Plan/design Use (a specific technique or approach)		

Particular provisions

Particular provisions relevant to the policy matter have been listed to aid the decision maker.

Guidelines for decision makers

These include:

1. Relevant matters to be considered
2. Information to be supplied with permit applications
3. Standards that should be met in planning decisions.

Documents to be considered as relevant hold weight in decision making, at the discretion of the decision maker.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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Strategic planning guidelines

The strategic planning guidelines are intended to indicate desirable further strategic work within a framework of continuous improvement.

List of strategic planning guideline verbs	a)	Monitor, consider
	b)	Review
	c)	Plan, Prepare (a specific type of plan), Identify
	d)	Use

Background documents

These are reference documents that provide background information to assist in understanding the context within which objectives, strategies and guidelines have been framed.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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01 THE OPERATION OF THE PLANNING POLICY FRAMEWORK

01.01 THE ROLE OF THE PLANNING POLICY FRAMEWORK

01.01-S-01 The role of the Planning Policy Framework

State Policy

VC## dd/mm/yyyy

The Planning Policy Framework must be taken into account when a 'planning authority' prepares an amendment to this scheme or a 'responsible authority' makes a decision under this scheme. [10.3p2]

The Planning Policy Framework provides a context for spatial planning and decision making by planning and responsible authorities in Victoria. It also informs the investment decisions of all levels of government, private developers and the community. [10.1p1]

The Planning Policy Framework is an important tool in co-ordinating incremental changes to deliver long term strategic outcomes. It elaborates the objectives of planning in Victoria through appropriate land use and development policies that integrate transport, environmental, cultural, social, health and economic factors in the interests of net community benefit and sustainable development. [10.2p1]

The Planning Policy Framework implements the following objectives of the planning framework in Victoria (as set out in Section 4(2) of the *Planning and Environment Act 1987*): [Update]

- (a) *To ensure sound, strategic planning and co-ordinated action at State, regional and municipal levels.* [Update]
- (c) *To enable land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.* [Update]
- (d) *To ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.* [Update]
- (e) *To facilitate development which achieves the objectives of planning in Victoria and planning objectives set up in planning schemes.* [Update]
- (g) *To encourage the achievement of planning objectives through positive actions by responsible authorities and planning authorities.* [Update]

It also incorporates the transport objectives set out in the *Transport Integration Act 2010*. Planning authorities are required by the *Transport Integration Act* to have regard to these objectives (and related decision making principles) when a significant impact to the transport system will likely be caused by the action. This requires land use decisions to have regard to impacts on the current and future development and operations of the transport system.

The Planning Policy Framework sets the priorities to be observed and applied through the administration of planning across the State. [New]

01.02 INTEGRATED PLANNING AND DECISION MAKING**01.02-S-01 The objectives of planning****State Policy**

VC## dd/mm/yyyy

The *Planning and Environment Act 1987* and its subordinate legislation is the primary suite of controls by which land use and development is regulated in Victoria. [New]

Planning schemes direct land use activities as well as built form outcomes while regulations direct the process to apply to approvals and reviews of decisions by planning bodies including the Minister for Planning, councils and government agencies. [New]

The objectives of planning in Victoria (as set out in Section 4(1) of the *Planning and Environment Act 1987*) are: [10.2p2]

- (a) *To provide for the fair, orderly, economic and sustainable use, and development of land* [10.2p3]
- (b) *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.* [10.2p4]
- (c) *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.* [10.2p5]
- (d) *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.* [10.2p6]
- (e) *To protect public utilities and other facilities for the benefit of the community.* [10.2p7]
- (f) *To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e).* [10.2p8]
- (g) *To balance the present and future interests of all Victorians.* [10.2p9]

The *Transport Integration Act* outlines six transport system objectives:

1. Social and economic inclusion
2. Economic prosperity
3. Environmental sustainability
4. Integration of transport and land use
5. Efficiency, co-ordination and reliability
6. Safety and health and wellbeing.

01.02-S-02 Integrated decision making

Planning authorities and responsible authorities must identify the policies applicable to issues before them and give effect to the policies to ensure integrated decision making. [10.3p3]

Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. [10.4p2]

Councils acting as responsible authorities are required to identify the potential for regional impacts in their decision-making. [10.4p3 part]

Development should not compromise achievement of infrastructure and transport network development plans where this would compromise meeting long-term needs if there are reasonable and fair alternatives to the layout or design of a development. Transport network development plans are produced by public agencies and typically outline an approach to meeting future needs without being committed government policy. [New]

01.02-S-03 Integrated strategic planning

The Planning Policy Framework enables land use and development planning and policy to be integrated with transport, environmental, social, economic, conservation and resource management policies at State, regional and municipal levels. [Update]

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Planning should anticipate future infrastructure and transport needs. Planning authorities must ensure that land use and development decisions reinforce the function of the designated Principal Transport Networks reflecting the critical nature of transport and land use integration in determining and supporting urban structure. Planning authorities must have regard to the transport system objectives, decision making principles and any statement of policy principles set out in the *Transport Integration Act 2010* when making a decision that is likely to have a significant impact on the transport system. [Update]

The decision making principles of the *Transport Integration Act 2010* are: [Update]

1. Integrated decision making
2. Triple bottom line assessment
3. Equity
4. Transport system user perspective
5. Precautionary principle
6. Stakeholder engagement and community participation
7. Transparency.

Local planning policy should also be informed by municipal public health and wellbeing plans prepared under the *Public Health and Wellbeing Act 2008*. [4.3.2.1]

Councils acting as planning authorities should co-ordinate strategic planning with neighbouring councils and other public bodies to further the objectives of the Planning Policy Framework and make efficient use of planning resources. Strategic plans should address logical planning units having regard to on-the-ground conditions and not artificial boundaries. [10.4p3part]

01.03 STRUCTURE AND APPLICATION

01.03-S-01 Structure of the Planning Policy framework

State Policy

VC## dd/mm/yyyy

The Planning Policy Framework is dynamic and will be built upon as the needs of the community change. [10.1p2]

Clauses 01 to 13 set out the State Planning Policies which apply to all land in Victoria and to particular areas and regions in the State. Regional and local policy applies in addition to statewide policy. [10.3p1]

Local policy can also be included in schemes under the relevant headings in the Planning Policy Framework to present consolidated policy settings for a municipality. Local policy in the Planning Policy Framework may refine, but not vary, state or regional policy. [New]

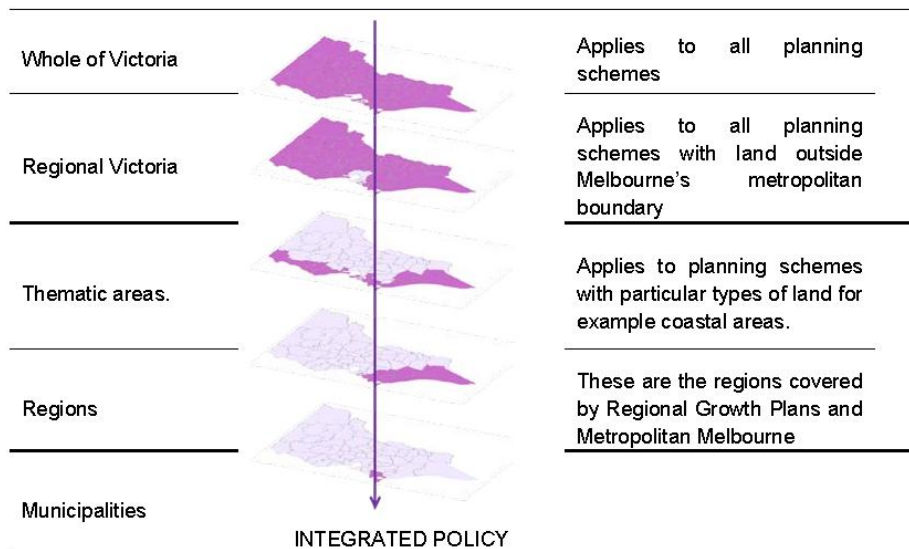
Each subclause can include the following policy elements: [10.5p11]

1. **Objectives** to be achieved. [10.5p12]
2. **Strategies** that outline how the objectives are to be achieved. [10.5p13]
3. **Particular provisions** that may be relevant to the policy. [New]
4. **Guidelines for decision makers** (responsible authorities and planning authorities) that provide specific guidance to be considered, in addition to objectives and strategies, in planning decisions. [10.5p14]
5. **Strategic planning guidelines** that detail what planning authorities should consider in preparing plans or planning scheme amendments. [New]
6. **Background documents** that provide additional information about the objectives and strategies, and have the same status as reference documents in other parts of the scheme. [New]

The subclause may also contain a context statement if some explanation is required to better understand the policy. [New]

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FIGURE 1: INTEGRATED POLICY FRAMEWORK



The Planning Policy Framework is structured around the following themes: [10.5p1]

1. Clause 01 The operation of the Planning Policy Framework [New]
2. Clause 02 Context [New]
3. Clause 03 The planning vision [10.5p2]
4. Clause 04 Environmental values [10.5p3]
5. Clause 05 Environmental risks [10.5p4]
6. Clause 06 Landscape and built environment [10.5p6, 10.5p3part]
7. Clause 07 Heritage [10.5p6part]
8. Clause 08 Housing [10.5p7]
9. Clause 09 Economic development [10.5p8]
10. Clause 10 Community development [New]
11. Clause 11 Open space [New]
12. Clause 12 Transport [10.5p9]
13. Clause 13 Infrastructure [10.5p10]

01.03-S-02 Application of regional policy

State Policy

VC## dd/mm/yyyy

The application of State, regional, area and local policy is shown at 1.03-S-02: Table 1.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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TABLE 1: APPLICATION OF POLICY

LOCATION		APPLIES TO THE FOLLOWING PLANNING SCHEMES
S	STATE POLICY	All schemes in Victoria.
RV	REGIONAL VICTORIA	All schemes included in R1 to R8 below plus metropolitan fringe planning schemes: Brimbank, Cardinia, Casey, Frankston, Greater Dandenong, Hobsons Bay, Hume, Kingston, Knox, Manningham, Maroondah, Melton, Mornington, Nillumbik, Whittlesea, Wyndham and Yarra Ranges.
A01	COASTAL AREAS	Bass Coast, Bayside, Cardinia, Casey, Colac-Otway, Corangamite, East Gippsland, Frankston, French Island and Sandstone Island, Glenelg, Greater Geelong, Hobsons Bay, Kingston, Mornington Peninsula, Moyne, Port Phillip, Port of Melbourne, Queenscliffe, South Gippsland, Surf Coast, Warrnambool, Wellington and Wyndham.
A02	THE GREAT OCEAN ROAD AREA	Colac-Otway, Corangamite, Moyne, Surf Coast and Warrnambool.
A03	PORT ENVIRON AREAS	Glenelg, Greater Geelong, Hobsons Bay, Maribyrnong, Melbourne, Port of Melbourne and Port Phillip.
A04	ALPINE AREAS	Alpine, Alpine Resorts, Baw Baw, East Gippsland, Mansfield, Murrindindi, Towong and Wellington.
A05	BUSHFIRE AREAS	All schemes included in R1 to R8 below plus Cardinia, Casey, Frankston, Knox, Manningham, Melton, Mornington Peninsula, Nillumbik, Whittlesea and Yarra Ranges.
A06	MELBOURNE'S PERI-URBAN AREA	Bass Coast, Baw Baw, Cardinia, Casey, Golden Plains, Greater Geelong, Hepburn, Hume, Macedon Ranges, Melton, Mitchell, Moorabool, Mornington Peninsula, Mt Alexander, Murrindindi, Nillumbik, Queenscliffe, South Gippsland, Surf Coast, Whittlesea, Wyndham, Yarra Ranges.
A07	MELBOURNE'S GREEN WEDGE MUNICIPALITIES	Brimbank, Cardinia, Casey, Frankston, Greater Dandenong, Hobsons Bay, Hume, Kingston, Knox, Manningham, Maroondah, Melton, Mornington Peninsula, Nillumbik, Whittlesea, Wyndham, Yarra Ranges.
A08	GROWTH AREAS	Casey, Cardinia, Hume, Melton, Mitchell, Whittlesea, Wyndham.
M00	METROPOLITAN MELBOURNE	All schemes included in M1 to M5 below plus Mitchell.
M01	CENTRAL SUBREGION	Melbourne, Stonnington, Maribyrnong, Port of Melbourne, Port Phillip, Yarra.
M02	WESTERN SUBREGION	Brimbank, Hobsons Bay, Melton, Moonee Valley, Wyndham.
M03	NORTHERN SUBREGION	Banyule, Darebin, Hume, Moreland, Nillumbik, Whittlesea.

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	LOCATION	APPLIES TO THE FOLLOWING PLANNING SCHEMES
M04	EASTERN SUBREGION	Boroondara, Knox, Manningham, Maroondah, Monash, Whitehorse, Yarra Ranges.
M05	SOUTHERN SUBREGION	Bayside, Cardinia, Casey, Frankston, Glen Eira, Greater Dandenong, Kingston, Mornington Peninsula.
R01	CENTRAL HIGHLANDS REGION	Ararat, Ballarat, Golden Plains, Hepburn, Moorabool and Pyrenees,
R02	G21 REGION	Colac Otway, Golden Plains, Greater Geelong, Queenscliffe and Surf Coast.
R03	GIPPSLAND REGION	Alpine Resorts, Bass Coast, Baw Baw, East Gippsland, French Island and Sandstone Island, Latrobe, South Gippsland and Wellington.
R04	GREAT SOUTH COAST REGION	Corangamite, Glenelg, Moyne, Southern Grampians and Warrnambool.
R05	HUME REGION	Alpine, Alpine Resorts, Benalla, Greater Shepparton, Indigo, Mansfield, Mitchell, Moira, Murrindindi, Strathbogie, Towong, Wangaratta and Wodonga.
R06	LODDON MALLEE NORTH REGION	Buloke, Campaspe, Gannawarra, Mildura and Swan Hill.
R07	LODDON MALLEE SOUTH REGION	Greater Bendigo, Central Goldfields Shire, Loddon Shire, Macedon Ranges Shire and Mount Alexander Shire.
R08	WIMMERA SOUTHERN MALLEE REGION	West Wimmera, Horsham, Yarriambiack, Northern Grampians and Hindmarsh.
B01	BELLARINE LOCALISED PLANNING STATEMENT	Greater Geelong, Queenscliffe.
B02	MACEDON RANGES LOCALISED PLANNING STATEMENT	Macedon Ranges.
B03	MORNINGTON PENINSULA LOCALISED PLANNING STATEMENT	Mornington Peninsula.
B04	YARRA RANGES LOCALISED PLANNING STATEMENT	Yarra Ranges.
gnut	INDIVIDUAL PLANNING SCHEME	Each planning scheme will have a unique four letter identifier.

02 CONTEXT

02.01 STATE CONTEXT

02.01-S-01

Overview

State Policy

VC## dd/mm/yyyy

Before settlement of Melbourne 178 years ago, Aboriginal people occupied the land that is now called Victoria for at least 40,000 years. Since Melbourne was settled, Victoria has undergone a series of growth-led transformations. Each one of these transformations has left lasting impacts on the state's landscape, structure and identity. [\[PM pg2 edited\]](#)

A growing state

Victoria is Australia's most densely populated state and its second-most populous state. Victoria had a population of 5.5 million at the last census in 2011, being about 25 per cent of Australia's population. [\[PM\]](#)

Victoria's population has increased by 15 per cent, from 4.8 million in 2001 to 5.5 million in 2011. [\[PM 132\]](#)

With Victoria's population projected to rise to 8.4 million by 2051, regional cities will need to take a greater share of population growth. This will enable regional cities to offer more opportunities to their residents and mitigate some of the population pressure on Melbourne. For Regional Victoria, this increases importance of the good connections between Melbourne and the five regional centres. For Metropolitan Melbourne, this results in around 20.5 million trips expected in metropolitan Melbourne every day by 2050. [\[New\]](#)

02.01-S-02

Place

State Policy

VC## dd/mm/yyyy

A great place to live

Victoria is internationally recognised as a great place to live. Victoria is a relatively compact state and, with improving transport and communication links, our regional cities are increasingly within commuting distance of Melbourne. [\[PM 132\]](#)

Victoria's economy and liveability are based on strong connections between Melbourne, its peri-urban and green wedge areas, and the state's regional and rural population centres. [\[PM 133\]](#)

This settlement pattern provides many benefits to Victorians. Many regionally-based people and businesses have good access to metropolitan-based business, health, educational, cultural and sporting facilities and opportunities including access to national road, rail, port and airport gateways. [\[PM 133\]](#)

A changing geography for Melbourne

The future will see a significant shift in growth from the south-east of Melbourne to the north and west of the city. This growth provides an opportunity to consider development in the north and west in a new light. [\[DP Intro\]](#)

02.01-S-03

Environmental context

State Policy

VC## dd/mm/yyyy

Diverse environment

Victoria is a state of variety and biodiversity is a feature of the environment. Victoria's regions vary from Gippsland's coastal plains and the High Country in the east, to the open plains of the

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Mallee in the north, the Wimmera in the west and the coastal cliff country in the south-west. [PM 134]

Internationally significant wildlife habitat

Victoria hosts a number of significant wetlands which are protected under international agreements. [Update]

A changing climate

Our climate is constantly changing, due to a wide range of human and natural factors. Over its history, Victoria has seen frequent bushfires, heatwaves, flooding and storms and these are projected to increase in intensity and frequency. Planning needs to take account of these changes. [PM p5 edited]

02.01-S-04

Economic context

State Policy

VC## dd/mm/yyyy

A changing economy

Economic activity across the State is changing in scope and location, and the planning and transport systems will need to support this changing economic structure. [PM pg20]

Globalisation will bring challenges and opportunities for Victoria's competitive strengths in freight and logistics, education, science and research, health and aged services, tourism, manufacturing, high-end business services, creative industries and agriculture. [DP Intro]

The economy of Victoria will continue to change significantly, driven by increasing global competition, changing technology and markets and changing demography, with the State's population expected to age as well as grow. [PM pg20]

Diverse regions

Victoria's regions are home to the state's agricultural and horticultural industries and associated agribusiness services and manufacturing. They have our major environmental and tourism-related services and assets such as the Goldfields region, the Great Ocean Road, the Gippsland Lakes and High Country and the Murray River. They are also resource-rich areas, with significant resources of brown coal, oil, gas, mineral sands and timber; and have many of the state's energy, water and transport infrastructure assets. [PM 134]

Changing transport task

Transport and the transport system play a critical role in Victoria's modern, spatially distributed economy and increasing the efficiency and capacity of the network is critical to the future economic growth and competitiveness of the economy. [Update]

The effectiveness of Victoria's future transport system will depend on how well it accommodates population growth, economic change and changes in land use. [New]

02.01-S-05

Community context

State Policy

VC## dd/mm/yyyy

A compact state

Victoria is home to about 25 per cent of the Australian population yet accounts for only 3 per cent of its land area. About 89 per cent of the Victorian population lives within 150 kilometres of Melbourne's Central City. [DP p3]

Population growth has been concentrated in Melbourne's established suburbs and growth area councils, which together have accounted for 86 per cent of the state's growth. Population growth in regional Victoria has been predominantly located in regional cities and Melbourne's peri-urban region. [PM 133]

This settlement pattern means the future of Victoria's regions and Melbourne are as intertwined as more obvious 'city states' such as Singapore. [DP p3]

A large growing metropolis

Melbourne is a large metropolis of 4.25 million people and home to nearly three-quarters of all Victorians. [PM pg3] By 2050, Melbourne's population is likely to reach between 5.6 and 6.4 million. [DP p4]

A greater proportion of smaller households

The demographic changes that Melbourne will face in the years ahead are profound: the percentage of the population over 65 years of age will increase from 14 per cent today to 22 per cent by 2050, and there will be a greater proportion of lone-person and couple only households. [DP Intro]

Areas close to the city less affordable

As competition for housing increases, areas close to the city have become increasingly unaffordable for middle- and low-income households wanting to buy or rent. In future, we will need to provide a better range and supply of affordable housing options close to the Central City and other major areas of employment. [PM p5]

02.01-S-06**Improving the planning system****State Policy**

VC## dd/mm/yyyy all Schemes

The Victorian planning system is recognised as the best in Australia. The result for the State has been a level of economic activity and diversity, liveability and protection of environmental and cultural features that provides an important competitive advantage, helping the State to weather economic cyclical fluctuations and manage future economic, social and environmental change. [New]

The vision is for Victoria to have the most responsive and efficient regulatory system in Australia. This recognises that the time and resources businesses and the community spend dealing with regulatory requirements prevents them from getting on with more productive priorities that can create new jobs and investment which in turn leads to a better physical, social and economic environment for all Victorians. [New]

The integrated land use and development policy to deliver this vision is outlined in this Planning Policy Framework element of the planning scheme:

1. to further strengthen Victoria's planning system to encourage investment, and facilitate jobs and economic growth
2. remove unnecessary controls
3. to accelerate and streamline planning and environmental approval processes
4. to increase certainty for businesses seeking to invest in Victoria. [New]

Victoria's reputation continues to be built through numerous actions and planning reforms. Recent actions include: [Update]

Developing a suite of integrated strategic plans to guide growth and development across the State [New]

There are eight Regional Growth Plans, *Plan Melbourne* (the Metropolitan Planning Strategy) and *Victoria – The Freight State* (the Victorian Freight and Logistics Plan) which will together ensure that future decisions about land use, transport, housing, employment, investment, community services and infrastructure are made in a coordinated way to support the growth and liveability of Victoria. [New]

Establishing a clear framework for consideration of unsolicited private sector proposals for investment [7.4.3]

A key element of the planning reform agenda for a more-commercial focus to infrastructure procurement is to provide a framework for considering unsolicited proposals. The private sector has the capacity and desire to invest in key pieces of economic infrastructure but generally wants its intellectual property protected. [PM]

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02.02 LOCAL CONTEXT

02.02-gnut-01 Gumnut

Local policy: Gumnut

C## dd/mm/yyyy

Local context tailored for each municipality can be inserted here if required.

03 THE PLANNING VISION

03.01 A VISION FOR VICTORIA

03.01-S-01 A vision for Victoria

State Policy

VC## dd/mm/yyyy

Victoria will continue to grow and deliver choice and opportunity across the state and within metropolitan Melbourne. Regional Victoria will host a greater share of Victoria's growth, building on regional competitive advantages while maintaining environmental values and managing environmental risks. [\[New\]](#)

Regional cities and state significant employment and activity areas in Metropolitan Melbourne serviced by well-defined transport networks will drive prosperity. [\[New\]](#)

The central city of Melbourne will continue to grow as the core of a vibrant global city. [\[New\]](#)

Areas will be identified for urban renewal, and local planning will respond to changing local economic circumstances to maintain opportunities for investment and employment. [\[New\]](#)

The unique characteristics of neighbourhoods will be emphasised and growth targeted to defined areas to meet local housing needs, support healthy local communities, foster social and economic inclusion and create 20-minute neighbourhoods that offer good access to a range of services and facilities in walking or cycling distance. [\[New\]](#)

Careful attention to good design and heritage will deliver quality buildings, landscapes, public spaces and open space networks. [\[New\]](#)

Objectives and strategies

Objective 1 To maximise the potential of Victoria. [\[PM\]](#)

Strategy 1.1 Create a State of cities to deliver choice, opportunity and global competitiveness. [\[PM\]](#)

Strategy 1.2 Support an increased share of Victoria's population growth in regional Victoria. [\[6.2, New\]](#)

Strategy 1.3 Improve the use of existing and proposed state infrastructure. [\[7.3.1\]](#)

Strategy 1.4 Improve Victoria's competitive advantages. [\[11.05-4p14\]](#)

Strategy 1.5 Support development consistent with Victoria's Settlement Framework Plan. [\[New\]](#)

03.01-S-02 A State of Cities

State Policy

VC## dd/mm/yyyy

Plan Melbourne and eight Regional Growth Plans have been prepared to provide land use strategies to show how population growth will be planned and accommodated. Plan Melbourne is set within a 50 year time horizon and the Regional Growth Plans are set within a 20–30 year time horizon and set out how each region of the state can accommodate a greater share of the state's growth [\[New\]](#)

Objectives and strategies

Objective 1 To develop Melbourne as a global city of opportunity and choice.

Strategy 1.1 Protect the suburbs.

Strategy 1.2 Facilitate development in defined areas close to services and infrastructure.

Strategy 1.3 Plan to rebalance growth between Melbourne and regional Victoria.

Strategy 1.4 Support an investment and infrastructure pipeline. [\[PM pg 2\]](#)

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Objective 2 To develop regional cities to provide a high level of service to regional Victoria.

Strategy 2.1 Facilitate urban growth in the regional cities. [\[11.05-1p3\]](#)

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03.01-S-03 Victoria's Settlement Framework
 State Policy

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03.01-gnut-01 Gumnut

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

03.02 PLANNING FOR GROWTH**03.02-S-01 Supply of land and infrastructure provision**

State Policy

VC## dd/mm/yyyy

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, mixed use, recreation and open space, commercial, health and community uses. In achieving this, planning should reinforce the principal transport network and reflect the importance of the availability of existing infrastructure and identify infrastructure requirements. Effective planning will seek to maintain the cost competitiveness of land and buildings and maximise the benefits of infrastructure investment. [11p1]

Planning should ensure that the effects of incremental growth and change are managed to achieve goals or objectives for an area over the long term. [New]

Objectives and strategies

Objective 1 To avoid the urban development of Melbourne outside the permanent metropolitan urban boundary [11.04-5p8 split] [6.1]

Strategy 1.1 Use a permanent urban development boundary around Melbourne. [6.1].

Objective 2 To ensure a sufficient supply of land and development opportunities is available across Victoria to:

- meet needs for residential, commercial, retail, mixed use, industrial, recreational, institutional and other community uses, [11.02-1p1]
- minimise increases in land values,
- make best use of existing infrastructure.

Strategy 2.1 Recognise the importance of existing infrastructure as a driver of spatial planning decisions. [PM]

Strategy 2.2 Provide clear direction on locations where growth should occur. [11.02-1p4 part]

Strategy 2.3 Facilitate the efficient use of land. [New]

Strategy 2.4 Provide sufficient land and development opportunities to meet forecast demand. [11.02-1p3]

Strategy 2.5 Require the timely development of land or action on development approval.

Strategy 2.6 Support the temporary use of land and buildings. [New]

Strategy 2.7 Protect uses and infrastructure with off-site effects from the encroachment of sensitive uses. [Update]

Strategy 2.8 Plan for growth in a balanced, consistent and collaborative way. [RGP]

Objective 3 To integrate development with infrastructure delivery and transport network planning. [New]

Strategy 3.1 Plan to meet projected growth in demand for transport and infrastructure services. [New]

Strategy 3.2 Plan the location of development that generates intensity of movement to support effective public transport services and reinforce the function of the principal public transport, cycling and walking networks. [Update]

Strategy 3.3 Provide infrastructure to support sustainable urban development. [11.02-1p2]

Strategy 3.4 Facilitate development that supports efficient delivery of transport services and reinforces the principal and local transport networks. [New]

Strategy 3.5 Avoid development that cannot be adequately serviced. [New]

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- Strategy 3.6 Avoid compromising the cost-efficient delivery or improvement of transport services, network improvements or infrastructure delivery. [New]
- Strategy 3.7 Maintain options for the delivery of identified transport network improvements or infrastructure services. [New]
- Strategy 3.8 Plan development to anticipate potential access improvements and amenity impacts from proposed transport services. [New]

Strategic planning guidelines

Strategic planning should:

1. Monitor development trends and land supply and demand for housing retail, commercial, industry, community uses and open space. [11.02-1p10]
2. Use Victorian Government demographic profiles, population projections and land supply estimates. [11.02-1p14]
3. Plan to accommodate projected population and employment growth over at least a 15 year period. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis. [11.02-1p4 part]
4. Consider plausible alternative growth scenarios where the regions begin to capture a greater share of Victoria's overall population growth. [PM pg 134] [DTF]
5. Use the most appropriate zones to support areas designated for significant change. [2.2.3.2]
6. Consider opportunities for the consolidation, redevelopment and intensification of existing urban areas when planning for urban growth. [11.02-1p5, 11.02-1p6]
7. Identify uses and infrastructure with off-site effects that sensitive uses require separation from. [Update]
8. Identify regional city growth corridors connecting to Melbourne consistent with Regional Growth Plans. [PM145]
9. Use inclusive engagement processes to create a balanced, transparent and consistent approach to planning and growth. [RGP]

03.02-S-02

Development sequence

State Policy

VC## dd/mm/yyyy

Objectives and strategies

- Objective 1 To manage the sequence of development so that services are available from early in the life of new communities.** [11.02-4p1]
- Strategy 1.1 Facilitate land release in a timely fashion to support coordinated and cost-efficient provision of local and regional infrastructure. [11.02-4p3]
- Strategy 1.2 Improve the alignment between development sequencing and the timely funding and delivery of essential local infrastructure identified in development contributions plans. [7.2.2.1, 11.02-4p5]
- Strategy 1.3 Support opportunities to co-locate facilities. [11.02-4p6]
- Strategy 1.4 Provide timely local community infrastructure using:
- a) infrastructure sequencing plans,
 - b) development contribution expenditure,
 - c) local government-funded works,
 - d) works-in-kind delivery of infrastructure. [7.2.2.2]
- Strategy 1.5 Recognise the importance of water supply, sewerage and drainage works in early planning for new developments. [11.02-4p7]

03.02-S-03

Infrastructure levies

State Policy

VC## dd/mm/yyyy

Development contributions help pay for infrastructure in new and growing communities. The preferred framework for a new local development contributions system is based on standard

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levies. The levies will be tailored to align with different development settings in metropolitan and non-metropolitan areas for residential, retail, commercial and industrial development. Certain levies will be able to be varied, depending on specific circumstances. [\[Update\]](#)

The Growth Areas Infrastructure Contribution (GAIC) applies to growth areas around Melbourne to provide essential community infrastructure and to support development in Melbourne's newest suburbs. [\[Update\]](#)

Objectives and strategies

Objective 1 To facilitate the timely and cost effective provision of infrastructure to communities. [\[19.03-1p1\]](#)

Strategy 1.1 Require new development to contribute to the provision of infrastructure such as open space, community facilities, regionally significant cultural and sporting facilities and transport networks. [\[11.02-4p4\]](#)

Strategy 1.2 Support development bonuses for the delivery of public infrastructure. [\[2.2.1.2\]](#)

Strategic planning guidelines

Strategic planning should:

1. Prepare Development Contributions Plans, under the *Planning and Environment Act 1987*. [\[19.03-1p2\]](#)
2. Use the development contributions system to provide certainty in the provision of local open space in growth areas. [\[4.5.2.2\]](#)

03.02-gnut-01 Gumnut

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

03 THE PLANNING VISION

03.03 PLANNING FOR REGIONS

03.03-RV-01 Planning for regions

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objective 1 To grow and develop regional Victoria. [New]

Strategy 1.1 Facilitate the sustainable growth and development of regional Victoria as identified in the relevant Regional Growth Framework Plan included in a regional policy section in this Clause. Table 3.03-1 explains the elements in the Regional Growth Framework Plans. [RGP]

Strategy 1.2 Recognise and plan for variable rates of growth and population change expected across the region. [RGP]

Objective 2 To promote liveable regional settlements and healthy communities. [11.05-4p33]

Strategy 2.1 Support the growth and development of distinctive and diverse regional settlements. [11.05-4p26]

Strategy 2.2 Avoid inappropriately dispersed urban activities in rural areas. [11.05-3p2]

Strategy 2.3 Require the restructure of old and inappropriate subdivisions to:

- a) maximise agricultural and rural efficiencies, [11.05-3p7]
- b) improve development standards, or [Update]
- c) reduce development impacts on coastal environments. [11.05-5p8]

Strategy 2.4 Avoid urban sprawl and direct growth into existing settlements, promoting and capitalising on opportunities for urban renewal and redevelopment. [11.05-4p29]

Strategy 2.5 Protect the potential of land that may be required for future urban expansion. [11.05-4p30]

Strategy 2.6 Reinforce the function of the principal transport networks. [Update]

Strategy 2.7 Improve open space networks within and between settlements. [11.05-4p31]

Strategy 2.8 Protect and improve native habitat. [15.01-3p13]

Strategy 2.9 Support innovative ways to maintain equitable service delivery to settlements that have limited or no capacity for further growth, or that experience population decline. [11.05-4p37]

Strategy 2.10 Support resilience of small towns by building on local opportunities. [RGP]

Strategy 2.11 Create communities that offer local jobs and services. [RGP]

Strategy 2.12 Plan for new growth areas in accordance with the location of existing and proposed infrastructure. [RGP]

Objective 3 To create unique and connected communities. [RGP]

Strategy 3.1 Support key district towns across the region providing services to surrounding areas. [RGP]

Strategy 3.2 Provide for settlement breaks between towns to maintain their unique identities. [RGP]

Strategy 3.3 Improve transport connections within and outside the region to enable communities to connect more effectively. [RGP]

Strategy 3.4 Improve links to other centres and regions. [RGP]

Strategy 3.5 Support shared facilities and improved transport access between closely linked settlements. [RGP]

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Objective 4 To protect critical agricultural land, energy and earth resources required to support a growing population. [RGP]

- Strategy 4.1 Support a productive, robust and self sustaining region by harnessing existing energy and natural resources. [RGP]
- Strategy 4.2 Protect and improve farming and natural assets. [RGP]
- Strategy 4.3 Support development in existing township areas and direct growth to towns which provide rural services. [RGP]

Objective 5 To allow communities to live, work and participate locally. [RGP]

- Strategy 5.1 Support industries that utilise skills within the region. [RGP]
- Strategy 5.2 Support increased employment diversity. [RGP]
- Strategy 5.3 Support key district towns providing key services to surrounding areas. [RGP]

Objective 6 To strengthen regional economies, increasing diversity and resilience. [RGP]

- Strategy 6.1 Support greater economic self-sufficiency for the region. [RGP]
- Strategy 6.2 Facilitate economic development opportunities based on the emerging and existing strengths of the region. [RGP]
- Strategy 6.3 Support growth through the development of employment opportunities in towns identified for population growth. [RGP]
- Strategy 6.4 Support growth through the development of employment opportunities in towns identified for population growth. [RGP]
- Strategy 6.5 Create vibrant and prosperous town centres that provide commercial and service activities that respond to changing population and market conditions. [RGP]
- Strategy 6.6 Support diverse employment opportunities, including growth in healthcare, retail and professional and technical services. [RGP]
- Strategy 6.7 Support the development of industry sectors with strong prospects for increased employment, particularly knowledge industries, tourism, agricultural land resources, economic, social and natural assets professional services and industries focussed on growing Asian and other international markets. [RGP]

Objective 7 To build the regional economies. [RGP]

- Strategy 7.1 Maintain a region's traditional strengths through new investment, innovation and value-adding. [RGP]
- Strategy 7.2 Provide sufficient land, employment land, infrastructure, skills and education facilities to respond to growth and support changes in a region's economy. [RGP]

Objective 8 To strengthen regional economies through increased industry diversification, innovation and development. [RGP]

- Strategy 8.1 Support higher value-add and diversification of the economy and opportunities for investment in infrastructure, innovation and research. [RGP]

Guidelines for decision makers

Guidelines:

1. New low density rural residential development should not compromise future development at higher densities. [11.02-1p12]

Strategic planning guidelines

Strategic planning should:

1. Identify local transport networks that reinforce the principal transport networks. [Update]
2. Identify a clear settlement boundary around coastal settlements. [11.05-5p4]

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TABLE1: REGIONAL GROWTH PLAN ELEMENTS [NEW]

LOCATION	DEFINITION
Regional city	A city with the highest level of population, usually higher than 20,000, and employment outside metropolitan Melbourne. Regional cities include urban areas that encompass a variety of residential opportunities and housing densities, with a Central Business District and smaller activity centres serving suburbs. They provide the highest level of goods and services in regional Victoria with at least one major retailing centre and may include the head offices of major regionally based firms, major retail firms, universities, regional hospitals and headquarters for policing and fire services. Regional cities provide strong arts and cultural precincts, act as freight and logistics hubs, and provide all major utility services, often through large systems. [RGP]
Regional centre	A town that has a large, diverse population, generally between 8,000 and 20,000, and a significant employment base. Regional centres have access to a good range of health services (including hospitals), all forms of education facilities, has well defined commercial and industrial precincts, provides a wide range of arts and cultural facilities, and all major utility services. Depending on the location, regional centres may act as freight and logistics hubs. [RGP]
Town	Has a moderately diverse population and housing base with retailing, moderate employment and good access to services, including some higher order services such as medical / hospital services and a variety of education facilities. Towns have access to all utility services, with some larger towns having access to reticulated gas. Towns provide an important subregional goods and services role, serving small town and rural and coastal district needs. For those towns located closer to Melbourne, their role may be more associated with lifestyle commuting or retirement living. Towns may have strong employment relationships with higher order settlements nearby. [RGP]
Small Town	Has a low population level and access to services such as a small primary school and general store with postal facilities, connection to reticulated water and, in tourist areas, a low level of visitor accommodation. [RGP]
Rural Settlement	Characterised by small rural dispersed population with some small concentrations of housing and minimal services, for example, sole general store and primary school, reliant on adjoining towns for a full range of services. [RGP]
Settlement break	Areas between settlements which play important roles in water supply, agriculture and long term food security; accommodating recreational pursuits; economic activities including tourism, airfields, stone and mineral resource extraction and opportunities for alternative energy sources and carbon farming; accommodating landscape and geological features and natural resources; framing settlements and creating the distinctive character and settings valued by the community. [RGP]
Rural areas	Includes areas outside urban areas. They can be farming and non-farming land uses, such as rural, residential, extractive industry and open space. [RGP]
Tourism assets	Significant tourism places, hubs or precincts, including strategic tourism investment areas. [RGP]
Productive agricultural areas	Consistent with rural land use strategies, including opportunities for broadacre cropping and livestock, intensive livestock and horticulture, irrigated agriculture, forestry and emerging agricultural activities. [RGP]

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LOCATION	DEFINITION
Freight and logistics precincts	Places where large volumes of freight are received, stored and dispatched. These precincts may support port, airport or rail and road intermodal terminals, and may include manufacturing activity, warehouses and distribution centres within the broader precinct of complementary freight and freight related activities. [RGP]
Irrigation district	Area of land irrigated for the purpose of supporting horticulture and dairy production [RGP]
Inter-regional connections	Important transport linkages between regional cities, regional centres, towns and places external to the region that may also function as growth corridors. Includes road, rail, air and sea networks. [RGP] These are also referred too on regional maps as 'key relationships', 'strategically driven growth', improved regional connections' and 'networks supporting movement and access'
Primary growth corridor	Supports higher economic and population growth within the corridor by capitalising and building on existing connections, strengths and infrastructure. Population growth is directed to existing towns, utilises existing residential land supply and enhances connections, services and infrastructure. Supports increased prosperity and a diverse economy through the provision of employment land, industry, education, innovation and productivity. [RGP]

03.03-R03-01 **Planning for Gippsland**
Regional Policy: Gippsland

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of the draft Regional Growth Plan and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To strengthen economic resilience. [RGP Part D]

- Strategy 1.1 Reinforce the region's traditional strengths through new investment, innovation and value-adding. [RGP Part D]
- Strategy 1.2 Support diverse employment opportunities, including growth in healthcare, retail and professional and technical services. [RGP Map]
- Strategy 1.3 Support the development of industry sectors with strong prospects for increased employment, particularly knowledge industries, tourism, professional services and industries focussed on growing Asian and other international markets. [RGP Part D and Part C]
- Strategy 1.4 Avoid loss of areas of strategic significance (agriculture and forestry). [RGP Part D]
- Strategy 1.5 Support production and processing facilities that add value to local agricultural, forestry and fisheries products. [RGP Part D]
- Strategy 1.6 Protect productive land and irrigation assets, including the Macalister Irrigation District, that help grow the state as an important food bowl for Australia and Asia. [RGP Part D and Map]
- Strategy 1.7 Support development of coal-to-products industries such as diesel, fertiliser and gas, for both domestic and export markets. [RGP Part D and Part C]
- Strategy 1.8 Facilitate and manage access to earth resources where appropriate, including sand and stone, minerals and renewable energy potential. [RGP Part D]
- Strategy 1.9 Support continuing production from the region's oil and gas fields. [RGP Part D]

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Strategy 1.10 Support development of the region's research and development capacity in places with an established presence including Churchill and Ellinbank. [RGP Part D and Part C]

Strategy 1.11 Facilitate opportunities within aviation-related industries. [RGP Part C]

Strategy 1.12 Improve Gippsland's capacity in advanced manufacturing and engineering with particular reference to Latrobe Valley industries. [RGP Part C]

Strategy 1.13 Support Gippsland's fishing industry by maintaining ports and enabling development of fishing operations at Lakes Entrance, Mallacoota, Port Welshpool, San Remo, Port Franklin and Port Albert. [RGP Part C]

Objective 2 To promote a healthy environment. [RGP]

Strategy 2.1 Reinforce Gippsland's environmental and heritage assets, and minimise the region's exposure to natural hazards and risks. [RGP]

Strategy 2.2 Protect significant inland and coastal landscapes, and cultural heritage assets, and reduce the impact of urban growth on high value coastal and waterway assets at Gippsland Lakes, Corner Inlet, Anderson Inlet, Mallacoota Inlet and their source rivers. [RGP Part D and Part C]

Objective 3 To develop sustainable communities. [RGP]

Strategy 3.1 Support a settlement framework comprising major urban centres offering residents convenient access to jobs, services, infrastructure, and community facilities. [RGP]

Strategy 3.2 Support urban growth in Latrobe City as Gippsland's regional city, at Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi as regional centres, and the sub-regional networks of towns. [RGP Part D]

Strategy 3.3 Plan for increased demand on services and infrastructure in towns with high holiday home ownership. [RGP Part D]

Strategy 3.4 Support streetscape and redevelopment initiatives in commercial centres that will be subject to significant growth (Traralgon, Morwell Mid Valley, Warragul, Wonthaggi, Leongatha, Sale and Bairnsdale) to improve their attractiveness and usability. [RGP Part C]

Strategy 3.5 Facilitate the release of additional industrial zoned land in Warragul, Leongatha, Sale, Lakes Entrance, Paynesville and Mallacoota. [RGP Part C]

Objective 4 To deliver timely and accessible infrastructure that meets regional needs for transport, utilities and community facilities. [RGP]

Strategy 4.1 Support improvements to the road, rail and public transport networks within and beyond Gippsland as population and economic growth increases to improve access to services and employment. [RGP Part D]

Strategy 4.2 Plan for improved rail and road connections to the Port of Hastings and other freight and logistic precincts. [RGP Part D]

Strategy 4.3 Support development of freight and logistics precincts at Morwell and Bairnsdale and improve key transport links. [RGP Part D]

Strategy 4.4 Facilitate efficient and reliable access to markets, including to ports, airports and interstate road networks, to support future agricultural, industrial and natural resource-based export opportunities. [RGP Map]

Guidelines for decision makers

Guidelines:

1. Proposals for non-agricultural or non-forestry uses in areas of strategic significance (agriculture and forestry) should be critically assessed and informed by expert agribusiness advice. [RGP Part D]
2. Tourism development should be located within an existing urban settlement in identified strategic tourism investment areas, except where proposals:
 - (a) support nature-based tourism or are farm-based
 - (b) do not include a permanent residential component
 - (c) avoid or manage natural hazards

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- (d) are likely to be of regional significance
- (e) are high quality and significantly add value to the tourism experience of the area, or
- (f) do not detract from the environmental or landscape values of the area in which they are located. [RGP Part C]

Strategic planning guidelines

Strategic planning should:

1. Prepare a new Gippsland Coalfields Planning and Investment Framework. [RGP Part D]
2. Monitor, assess and act on potential impacts of climate change. [RGP Part D]
3. Prepare land use strategies and structure plans to accommodate growth over the next 20 to 30 years. [RGP Part D]
4. Prepare a strategic energy plan that identifies and protects the region's established and emerging energy resources. [RGP Part C]
5. Prepare integrated infrastructure and services plans for sub-regional networks. [RGP Part D]
6. Prepare strategic infrastructure plans to provide utility servicing infrastructure to growth areas, linked to development contribution plans. [RGP Part D]
7. Prepare housing strategies that identify opportunities to achieve diverse and affordable housing. [RGP Part D]
8. Prepare a strategy for the long-term growth of Latrobe City as a single urban system. [RGP Part D]
9. Prepare a 20-year tourism strategy for Phillip Island, which emphasises high quality and sophisticated experiences, nature-based tourism investment, and includes an environmental capacity statement for the island. [RGP Part C]
10. Prepare a sustainable development plan for the Gippsland Lakes and foreshore. [RGP Part C]
11. Review the Regional Sand Extraction Strategy – Lang Lang to Grantville 1996 and associated planning scheme provisions. [RGP Part C]

Background documents

Gippsland Regional Growth Plan (December 2013)

03.03-R03-01 Gippsland Regional Growth Framework**Regional Policy: Gippsland**

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Regional Growth Plan map to be inserted here.

03.04 PLANNING FOR RURAL AREAS**03.04-S-01 Planning for rural areas****State Policy**

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Objectives and strategies**Objective 1 To build the prosperity and maintain the natural values of rural areas.**[\[Update\]](#)

- Strategy 1.1 Facilitate agriculture and rural production. [\[11.05-3p1\]](#)
- Strategy 1.2 Maintain the environmental health and productivity of landscapes. [\[11.05-4p10\]](#)
- Strategy 1.3 Protect sensitive landscape areas. [\[15.01-1p6 part\]](#)
- Strategy 1.4 Avoid development that detracts from natural quality. [\[15.01-1p6 part\]](#)
- Strategy 1.5 Protect and improve natural key features. [\[12.04-2p5\]](#)
- Strategy 1.6 Recognise the natural landscape for its aesthetic value and as a fully functioning system. [\[12.04-2p4\]](#)
- Strategy 1.7 Protect coastal areas and their foreshores and the Alpine areas and ensure that new development does not detract from their landscape quality. [\[12.04-1p2 part, 12.04-2p2\]](#)
- Strategy 1.8 Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry. [\[11.02-1p11\]](#)

03.04-RV-01 Planning for rural areas**Regional Policy: Regional Victoria**

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Objective 1 To protect productive farmland that is of strategic significance in the local or regional context. [\[14.01-1p1\]](#)

- Strategy 1.1 Avoid the unplanned loss of productive agricultural land due to permanent changes of land use. [\[14.01-1p2\]](#)
- Strategy 1.2 Support the re-structure of inappropriate subdivisions on productive agricultural land. [\[14.01-1p12\]](#)
- Strategy 1.3 Avoid the spread of plant and animal pests into agricultural areas. [\[14.01-1p16\]](#)
- Strategy 1.4 Recognise the economic importance for the agricultural production and processing sectors when assessing a proposal that would result in the permanent removal of productive agricultural land from the State's agricultural base. [\[14.01-1p5\]](#)
- Strategy 1.5 Balance the following issues when assessing a proposal to subdivide, develop or rezone agricultural land: [\[14.01-1p6\]](#)
- a) The desirability and impacts of removing the land from primary production, given its agricultural productivity. [\[14.01-1p7\]](#)

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- b) The impacts of the proposed subdivision or development on the continuation of primary production on adjacent land, with particular regard to land values and to the viability of infrastructure for such production. [14.01-1p8]
- c) The compatibility between the proposed or likely development and the existing uses of the surrounding land. [14.01-1p9]
- d) Assessment of the land capability. [14.01-1p10]

Objective 2 To support rural residential development at strategic locations [RGP]

Strategy 2.1 Plan for rural residential development at strategic locations which:

- a) Minimise exposure to natural hazards,
- b) Protect regionally significant assets,
- c) Support existing settlements, and
- d) Make best use of infrastructure and services [RGP]

03.04-gnut-01 Planning for rural areas

Local policy: Gumnut

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Local policy tailored for each municipality can be inserted here if required

03.05 PLANNING FOR IDENTIFIED DISTINCTIVE AREAS

03.05-S-01 Localised Planning Statements

State Policy

VC## dd/mm/yyyy

The distinctive areas of the Bellarine Peninsula, Macedon Ranges, Mornington Peninsula and Yarra Valley have significant geographic and physical features which contribute to the quality of life for Victorians and are a distinctive part of our State. These areas play an important role in the State as tourist destinations and have strong economic bases driven by tourism, agribusiness and lifestyle, with all areas linking strongly with Melbourne. [PM]

Because of their attractiveness, accessibility and proximity to metropolitan Melbourne these areas are increasingly coming under pressure for growth and change. This could potentially undermine the long-term natural or non-urban uses of land in these areas and needs to be carefully managed. [PM]

Objective 1 To protect and enhance the valued attributes of identified distinctive areas.

Strategy 1.1 Recognise the significant geographic and physical features of the following identified distinctive areas:

- a) Bellarine Peninsula
- b) Macedon Ranges
- c) Mornington Peninsula
- d) Yarra Valley [PM]

Strategy 1.2 Protect the identified key values and activities of identified distinctive areas. [PM]

Strategy 1.3 Support uses and development where they enhance the valued characteristics of identified distinctive areas [PM]

Strategic planning guidelines

Strategic planning should:

1. Prepare localised planning statements for distinctive regions including Mornington Peninsula, the Yarra Valley, Macedon Ranges and the Bellarine Peninsula. [Update][PM]

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2. Ensure localised planning statements for Mornington Peninsula, Bellarine Peninsula, Macedon Ranges and Yarra Ranges acknowledge areas that are important for food production. [\[5.3.1.2\]](#)

03.06 PLANNING FOR CITIES

03.06-S-01 City structure and productivity

State Policy

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Together, land use and transport determine Victoria's spatial structure. Effective integration of these elements require more than co-ordinated action. Transport and land use integration recognises the interaction of urban elements over time, and the potential to influence desired settlement patterns, land uses and travel behaviours and patterns.

Objectives and strategies

Objective 1 To create city structures that drive productivity, support innovation and create more jobs. [\[PM pg16\]](#)

Strategy 1.1 Improve the distribution of employment land and provide more equitable access to employment opportunities. [\[11.04-1p6\]](#)

Strategy 1.2 Plan urban areas to make better use of infrastructure and support economic growth. [\[Update\]](#)

Strategy 1.3 Facilitate development and transport network improvements that reinforce an integrated transport system connecting people to jobs and services, and goods to market, and reduces the extent of travel needed. [\[PM pg16\]](#) [\[Update\]](#)

Strategy 1.4 Plan development to reinforce the role and function of the principal and local transport networks to enable the safe, efficient and reliable movement of people and freight

Strategy 1.5 Protect natural assets and better plan our water, energy and waste management systems to create sustainable cities. [\[PM pg17\]](#)

03.07 PLANNING FOR PERI-URBAN AREAS AND GREEN WEDGE AREAS

03.07-S-01 Peri-urban areas and green wedge areas

State Policy

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Peri-urban regions and areas are the areas of land surrounding the built up urban areas of regional cities and centres. They are generally characterised by a mixture of urban and non-urban land uses and have a strong relationship with the settlement they surround.

Green wedge land is defined in the Planning and Environment Act 1987 as land that is described in a metropolitan fringe planning scheme as being outside an urban growth boundary.

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Objectives and strategies

- Objective 1** To conserve the values of peri-urban regions and areas and Melbourne's green wedges. [PM pg139]
- Strategy 1.1 Protect the green wedges of Metropolitan Melbourne and peri-urban regions and areas from inappropriate development. [11.04-6p1 part]

03.08 PLANNING FOR URBAN GROWTH AREAS

03.08-S-01 Planning urban growth areas

State Policy

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Objectives and strategies

- Objective 1** To create affordable, liveable and sustainable communities to support healthy lifestyles. [New]
- Strategy 1.1 Facilitate development that: [11.02-3p19part]
- Creates a sense of place and community. [11.02-3p20]
 - Supports the cultural development of the community. [Update]
 - Provides a broad range of local business activities and employment opportunities. [11.02-3p23]
 - Creates greater housing choice, diversity and affordable places to live. [11.02-3p21]
 - Create highly accessible and vibrant activity centres. [11.02-3p22]
 - Reinforces the principal transport networks and provides for local transport networks. [Update]
 - Supports adaptation to climate change and improves environmental sustainability. [11.02-3p25] [Update]
 - Provides accessible, integrated and adaptable community infrastructure. [11.02-3p26]
- Strategy 1.2 Prepare Growth Corridor Plans that identify the long term pattern of urban growth for an area. [11.02-3p10, 11.02-3p11]
- Strategy 1.3 Prepare Precinct Structure Plans. [Update]

Strategic planning guidelines

Strategic Planning should:

- Identify growth areas that are: [New]
 - Close to transport corridors and services. [11.02-2p1part]
 - Provide efficient and effective infrastructure. [11.02-2p1part]
 - Create benefits for sustainability and liveability. [11.02-2p1part]
 - Protect primary production, major sources of raw materials and valued environmental areas. [11.02-2p1part]
 - Served by high-capacity public transport. [11.02-2p2]

Consider as relevant:

- The Precinct Structure Planning Guidelines (Growth Areas Authority, 2013) [11.02-3p19]
- Any approved Integrated Transport and Landuse Guidelines.
- Ministerial Direction No. 12 – Urban Growth Areas (Minister for Planning, 2008) in the preparation and assessment of planning scheme amendments that provide for urban growth. [11.02-3p30, 11.02-2p17, 11.02-4p11]
- Public Transport Guidelines for Land Use and Development (Department of Transport, 2008). [18.01-1p17]

03.09 PLANNING FOR URBAN RENEWAL AREAS

03.09-S-01 Urban renewal

State Policy

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Under-utilised land around existing and future transport hubs presents a significant opportunity for mixed-use transit oriented development. As brownfield locations, these precincts often need a level of intervention to facilitate their redevelopment (as they are generally non-residential areas), including providing additional community infrastructure to ensure they become liveable communities. [\[Update\]](#)

Objectives and strategies

Objective 1 To unlock the capacity of urban renewal precincts for higher-density, mixed-use development. [\[2.2.2\]](#)

Strategy 1.1 Facilitate urban renewal on large-scale sites or precincts where there is an opportunity to create more productive and liveable places. [\[Update\]](#)

Strategy 1.2 Facilitate local area diversity and choice including land use mix, housing choice, employment and business opportunities, built form and urban design. [\[Update\]](#)

Strategy 1.3 Facilitate tourism development. [\[UPDATE\]](#)

Strategy 1.4 Support the development of health precincts. [\[4.4.1.2\]](#)

Strategy 1.5 Create a high quality and safe public realm, with opportunities for community uses and interaction [\[Update\]](#)

Strategy 1.6 Plan walking, cycling and public transport as the priority transport modes

Strategy 1.7 Create local access to and functional integration with the existing urban area. [\[Update\]](#)

Strategy 1.8 Support coordinated development on clusters of sites in renewal areas. [\[Update\]](#)

Strategy 1.9 Support local area place-making to reinforce local distinctive features. [\[Update\]](#)

Strategy 1.10 Support the adaptive and flexible reuse of buildings and spaces. [\[Update\]](#)

Guidelines for decision makers

New development should make a financial contribution to the provision of infrastructure. [\[Update\]](#)

Strategic planning guidelines

Strategic planning should:

1. Prepare Strategic Framework Plans that include vision and strategic directions, together with infrastructure plans, development concepts, design guidelines and Developer Contributions Plans. [\[7.2.1.1, imp\]](#)
2. Identify contaminated land and groundwater, the likely rate of remediation and streamlined clean-up and development approval processes. [\[2.2.2.1\]](#)

03.10 PLANNING FOR LOCAL AREAS

03.10-S-01

20-minute neighbourhoods**State policy**

VC## dd/mm/yyyy

A 20-minute neighbourhood is about 'living locally'. It is about planning and developing areas at the local level so that people can access a range of local services and facilities, ideally within 20 minutes of home. 20-minute neighbourhoods need to offer good access to a range of services and facilities including shops, cafés and restaurants, early years centres, primary and secondary schools, parks and sporting fields, medical centres and public transport. [PM p98]

Objectives and strategies**Objective 1 To create healthy, liveable and sustainable communities. [15.01-3p2]**

- Strategy 1.1 Plan development, land use and transport to create neighbourhoods where people can reach a wide range of local services and activities within 20 minutes by walking or cycling. [PM 87]
- Strategy 1.2 Facilitate land use densities and development that supports local facilitates and activities.
- Strategy 1.3 Plan for, and facilitate mixed use development.
- Strategy 1.4 Facilitate a network of centres that [11.01-1p2] [UPDATE]
- Comprises a range of centres that differ in size and function. [11.01-1p3]
 - Is a focus for business, shopping, leisure and community facilities. [11.01-1p4]
 - Provides different types of housing, including forms of higher density housing. [11.01-1p5]
 - Is connected by public transport, walking and cycling networks. [11.01-1p6]
 - Maximises choices in services, employment and social interaction. [11.01-1p7]
 - Supports larger activity centres on the Principal Public Transport Network. [15.01-3p3part]
- Strategy 1.5 Facilitate development that reinforces the principal transport networks and provides for local transport networks. [Update]
- Strategy 1.6 Create pedestrian friendly neighbourhoods and provide easy pedestrian movement within and between neighbourhoods. [15.01-3p10]
- Strategy 1.7 Create a range of open spaces to meet a variety of needs with links to open space networks and regional parks where practicable. [15.01-3p5]
- Strategy 1.8 Plan neighbourhoods to support whole of water cycle management.
- Strategy 1.9 Facilitate the logical and efficient provision of infrastructure and use of existing infrastructure and services. [11.02-3p9]
- Strategy 1.10 Require the separation of incompatible land uses. [11p13]

Guidelines for decision makers

Consider as relevant: [11.01-1p9]

- Activity Centre Design Guidelines (Department of Sustainability and Environment, 2005). [11.01-2p17]
- Safer Design Guidelines for Victoria (Crime Prevention Victoria and the Department of Sustainability and Environment, 2005). [11.01-2p18]
- Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2005). [11.01-2p19]
- Any approved Integrated Transport and Landuse Guidelines. [Update]
- Public Transport Guidelines for Land Use and Development (Department of Transport, 2008). [Update]

Strategic planning guidelines

Strategic planning should:

- Prepare a hierarchy of structure plans or precinct structure plans that provide the broad planning framework for an area as well as the more detailed planning requirements for neighbourhoods and precincts, where appropriate. [11.02-3p4] [11.02-3p6]
- Prepare, in consultation with groups that promote walking and healthy living, design guidelines to promote walking in new and existing neighbourhoods. [4.3.1.1]

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Objectives and strategies**Objective 1 To maximise accessibility to facilities and services.** [11.05-4p35 split]

Strategy 1.1 Create compact urban areas based around activity centres. [11.05-4p35 split]

Objective 2 To strengthen the economic and social performance and amenity of regional city CBDs. [6.2.2.2]

Strategy 2.1 Support increased business and residential densities as well as social, civic and cultural facilities. [6.2.2.2]

Strategy 2.2 Create urban renewal and infill opportunities in regional cities and centres that optimise infrastructure investment and the use of surplus government land. [6.2.2.3]

Strategic planning guidelines

Strategic planning should:

1. Identify potential state and regionally significant employment precincts in regional cities. [6.2.2.1]

04 ENVIRONMENTAL VALUES

04.01 BIODIVERSITY

04.01-S-01

Biodiversity

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To conserve Victoria's biodiversity, including important habitat for Victoria's flora and fauna and other strategically valuable biodiversity sites. [\[Update\]](#)

Strategy 1.1 Plan to avoid and minimise significant impacts on biodiversity from land-use and development. [\[Update\]](#)

Strategy 1.2 Use strategic planning as the primary mechanism to identify high value biodiversity to be conserved. [\[Update\]](#)

Strategy 1.3 Recognise the indirect or off-site impacts of land-use changes and developments that may affect the biodiversity value of adjoining national parks and conservation reserves or nationally and internationally significant sites. [\[Update\]](#)

Strategy 1.4 Plan to protect and help the management of sites containing high value biodiversity, including those which are under-represented in conservation reserves. [\[Update\]](#)

Strategy 1.5 Facilitate greater connectivity between areas of medium to high natural value. [\[RGP\]](#)

Objective 2 To ensure that permitted clearing of native vegetation results in no net loss in the contribution made by native vegetation to Victoria's biodiversity. [\[Update\]](#)

Strategy 2.1 Use the risk-based approach to managing native vegetation as set out in *Permitted clearing of native vegetation – Biodiversity assessment guidelines*, as follows: [\[Update\]](#)

a) Avoid the removal of native vegetation that makes a significant contribution to Victoria's biodiversity. [\[Update\]](#)

b) Minimise impacts on Victoria's biodiversity from the removal of native vegetation. [\[Update\]](#)

c) Where native vegetation is permitted to be removed, ensure it is offset in a manner that makes a contribution to Victoria's biodiversity that is equivalent to the contribution made by the native vegetation to be removed. [\[Update\]](#)

Particular provisions

1. Clause 52.16 – Native Vegetation Precinct
2. Clause 52.17 – Native Vegetation

Guidelines for decision makers

Consider as relevant: [\[Update\]](#)

1. Permitted clearing of native vegetation; Biodiversity assessment guidelines (Department of Environment and Primary Industries, September 2013). [\[Update\]](#)
2. The Victorian Government's *Native Vegetation Information System*, maintained by the Department of Environment and Primary Industries. [\[Update\]](#)

Strategic Planning Guidelines

Strategic Planning should:

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1. Use statewide biodiversity information to identify high value biodiversity. [Update]
2. Recognise the impacts of land use and development on Victoria's high value biodiversity. [Update]
3. Plan to minimise cumulative impacts of land use and development on Victoria's biodiversity. [Update]
4. Consider impacts on the habitat values of wetlands identified under international treaties and agreements, including:
 - (a) Convention on Wetlands of International Importance (the Ramsar Convention).
 - (b) The Japan-Australia Migratory Birds Agreement (JAMBA).
 - (c) The China-Australia Migratory Birds Agreement (CAMBA). [Update]
5. Identify links between isolated habitat remnants that contain high value biodiversity. [Update]

04.02 WATERWAYS AND COASTS

04.02-S-01 Waterways and coasts

State Policy

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The Victorian Waterway Management Strategy provides the framework for government, in partnership with the community, to maintain or improve the condition of rivers, estuaries and wetlands so that they can continue to provide environmental, social, cultural and economic values for all Victorians. The framework is based on regional planning processes and decision-making, within the broader system of integrated catchment management in Victoria.

Objectives and strategies

Objective 1 To ensure healthy waterways, water bodies, wetlands, and marine environment. [14.02-1p1, 14.02-2p1part]

Strategy 1.1 Consider the impacts of development on downstream water quality and freshwater, coastal and marine environments. [14.02-1p3]

Strategy 1.2 Minimise nutrient contributions to waterways and water bodies and the potential for the development of algal blooms. [14.02-1p8]

Strategy 1.3 Minimise contaminated runoff or wastes to waterways. [14.02-2p3]

Strategy 1.4 Avoid sediment discharges from construction sites. [14.02-1p9]

Strategy 1.5 Maintain a vegetated buffer zone along each side of a natural drainage corridors or waterway to:

- a) maintain the natural drainage function, stream habitat and wildlife corridors and landscape values
- b) minimise erosion of stream banks and verges and to reduce polluted surface runoff from adjacent land uses. [14.02-1p4]

Strategy 1.6 Avoid blocking public access along stream banks and foreshores by development. [11.03-2p5]

Guidelines for decision makers

Guidelines:

1. Vegetated buffer zones along each side of a natural drainage should be at least 30m wide unless the topography of the site or other constraints make an alternative width more appropriate. [14.02-1p4]
2. Works at or close to waterways should protect and improve the environmental qualities of waterways. [14.02-1p7]

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Consider as relevant: [14.02-1p11]

1. The Victorian Waterway Management Strategy (Department of Environment and Primary Industries, 2013)
2. Any relevant regional river health program, river and wetland restoration plans or waterway and wetland management works programs approved by a catchment management authority. [14.02-1p13]
4. Any special areas or management plans under the *Heritage Rivers Act (1992)*. [14.02-1p16]
5. Any Action Statements and management plans prepared under the *Flora and Fauna Guarantee Act 1988*. [14.02-1p17]
6. State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905) [19.03-2p10]
7. State Environment Protection Policy (Ground waters of Victoria) (Environment Protection Authority, 1997 – Publication S160). [New]
8. State environment protection policy (Prevention and Management of Contaminated Land) (Environment Protection Authority, 2002 – Publication S95)
9. Best Practice Environmental Management: Siting, design, operation and rehabilitation of landfills (Environment Protection Authority, 2010 - Publication 788.1)

Background documents

Construction Techniques for Sediment Pollution Control (Environmental Protection Authority, 1991). [14.02-2p10]

Doing it Right on Subdivisions: Temporary Environment Protection Measures for Subdivision Construction Sites (Environmental Protection Authority, 2004 - Publication 960). [14.02-2p12]

Environmental Guidelines for Major Construction Sites (Environmental Protection Authority, 1996 - Publication 480). [14.02-2p11]

04.03 POTABLE WATER CATCHMENTS AND GROUNDWATER

04.03-S-01 Potable water catchments and groundwater

State Policy

VC## dd/mm/yyyy

Many catchments supplying water for domestic, irrigation or other purposes within Victoria are protected under the *Catchment and Land Protection Act 1994*. These catchments have significant values as a source of water supply, both for domestic and for stock and domestic use

Objectives and strategies

Objective 1 To ensure the continued availability of clean, high-quality drinking water.

[14.02-1p2part]

Strategy 1.1 Protect water catchments and water supply facilities from potential contamination.

[14.02-1p2part]

Strategy 1.2 Protect reservoirs, water mains and local storage facilities from potential contamination. [14.02-2p2]

Strategy 1.3 Avoid incompatible land uses in potable water catchments. [14.02-2p5 part]

Objective 2 To protect groundwater. [14.02-1p1, 14.02-2p1part]

Strategy 2.1 Avoid the establishment of incompatible land uses in aquifer recharge or and saline discharge areas. [14.02-2p5 part]

Strategy 2.2 Reduce impact on groundwater from new landfills. [14.02-2p6]

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Guidelines for decision makers

Guidelines:

1. Consider the siting, design, operation and rehabilitation of landfills to reduce impact on groundwater. [14.02-2p6]

Consider as relevant:

1. Any special area plans approved under the *Catchment and Land Protection Act 1994*. [14.02-1p18]
2. Any special water supply catchment areas declared under the *Water Act 1989*. [Update]
3. The Safe Drinking Water Act 2003 and Safe Drinking Water Regulations 2005. [Update]
4. Guidelines for planning permit applications in open, potable water supply catchment areas (Department of Sustainability and Environment, 2012). [14.02-1p20]
5. State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905) [19.03-2p10]
6. State Environment Protection Policy (Ground waters of Victoria) (Environment Protection Authority, 1997 – Publication S160). [New]
7. Best Practice Environmental Management: Siting, design, operation and rehabilitation of landfills (Environment Protection Authority, 2010 - Publication 788.1)
8. Mapped information available from the Department of Sustainability and Environment to identify the beneficial uses of groundwater resources and have regard to potential impacts on these resources of proposed land use or development. [14.02-2p8]

Strategic planning guidelines

Strategic planning should:

1. Consider the activities of catchment management authorities. [14.02-1p10]

04.03-gnut-01 Potable water catchments and groundwater

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

05 ENVIRONMENTAL RISKS

05.01 BUSHFIRE

05.01-S-01

Bushfire

State Policy

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Objectives and strategies

Objective 1 To strengthen community resilience to bushfire. [13.05-1p1]

Strategy 1.1 Use the precautionary principle in planning and decision-making when assessing the risk to life, property and community infrastructure from bushfire. [13.05-1p4]

05.01-A05-01

Bushfire

Regional Policy: Bushfire areas

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Objectives and strategies

Objective 1 To strengthen community resilience to bushfire. [13.05-1p1]

Strategy 1.1 Recognise that the protection of human life is more important than other policy objectives in planning and decision-making in areas at risk from bushfire. [13.05-1p3]

Strategy 1.2 Plan settlements to strengthen community resilience to bushfire. [13.05-1p12]

Strategy 1.3 Support bushfire management and prevention and emergency services actions and activities. [13.05-1p23]

Particular provisions

1. Clause 52.47 – Bushfire Protection: Planning Requirements
2. Clause 52.48 – Bushfire Protection: Exemptions

Guidelines for decision makers

Guidelines:

1. In areas identified in the planning scheme as being affected by the bushfire hazard, require a site-based assessment to be undertaken to identify appropriate bushfire protection measures for development that has the potential to put people, property or community infrastructure at risk from bushfire. [13.05-1p26]
2. Development should not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level. [13.05-1p10]
3. Development should not proceed unless bushfire protection measures, including the siting, design and construction of buildings, vegetation management, water supply and access and egress can be readily implemented and managed within the property. [13.05-1p29]
4. Development should not proceed if the risk to existing residents, property and community infrastructure from bushfire is increased. [13.05-1p30]
5. When assessing a planning permit application for a single dwelling in an established urban or township residential area, consider the need for a localised response to the bushfire risk

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and consider any relevant existing or planned State or local bushfire management and prevention actions that may affect the level of on-site response needed. [13.05-1p31]

Consider as relevant: [13.05-1p32]

1. Any relevant approved State, regional and municipal fire prevention plan [13.05-1p33]
2. Construction of Buildings in Bushfire-prone Areas – AS 3959 (Standards Australia, 2009). [13.05-1p34]
3. Building in bushfire-prone areas - SAA HB36-1993 (CSIRO & Standards Australia, 1993). [13.05-1p35]

Strategic planning guidelines

Planning schemes must not prevent the removal and management of vegetation to create required defensible space around existing development. [13.05-1p24]

Strategic planning should:

1. Identify in planning schemes areas where the bushfire hazard requires that: [13.05-1p8]
 - (a) Consideration needs to be given to the location, design and construction of new development and the implementation of bushfire protection measures. [13.05-1p9]
 - (b) Development should not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level. [13.05-1p10]
2. Identify the risk to life, property and community infrastructure from bushfire at a regional, municipal and local scale. [13.05-1p7]
3. Use the best available science to identify vegetation, topographic and climatic conditions that create a bushfire hazard. [13.05-1p6]
4. Consider the views of the relevant fire authority early in the strategic and settlement plan making process and implement appropriate bushfire protection measures. [13.05-1p13]
5. Consider the following when planning to create or expand a settlement in an area at risk from bushfire: [13.05-1p14]
 - (a) Addresses the risk at both the local and broader context. [13.05-1p15]
 - (b) Reduces the risk to future residents, property and community infrastructure from bushfire to an acceptable level. [13.05-1p16]
 - (c) Ensures any biodiversity and environmental objectives specified in the planning scheme are compatible with planned bushfire protection measures. [13.05-1p17]
 - (d) Ensures the risk to existing residents, property and community infrastructure from bushfire will not increase as a result of future land use and development. [13.05-1p18]
 - (e) Ensures future residents can readily implement and manage bushfire protection measures within their own properties [13.05-1p19]

05.01-gnut-01 **Bushfire**

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

05.02 **FLOODING AND COASTAL INUNDATION**

05.02-S-01

Flooding and coastal inundation**State Policy**

VC## dd/mm/yyyy

Land affected by flooding is land inundated by the 1 in 100 year flood event or as determined by the floodplain management authority. [13.02-1p6part]

Objectives and strategies**Objective 1 To assist the protection of:** [13.02-1p1]

- Life, property and community infrastructure from flood hazard. [13.02-1p2]
- The natural flood carrying capacity of rivers, streams and floodways. [13.02-1p3]
- The flood storage function of floodplains and waterways. [13.02-1p4]
- Floodplain areas of environmental significance or of importance to river health. [13.02-1p5]

Strategy 1.1 Minimise the impact on emergency and community facilities from flooding. [Update]

Strategy 1.2 Avoid intensifying the impacts of flooding through inappropriately located uses and developments. [13.02-1p7]

Strategy 1.3 Avoid development in areas susceptible to coastal inundation or erosion. [13.01-1p8]

Guidelines for decision makers

Guidelines:

1. Emergency and community facilities (including hospitals, ambulance stations, police stations, fire stations, residential aged care facilities, communication facilities, transport facilities, community shelters and schools) should be located outside the 1 in 100 year floodplain and, where practicable, at levels above the height of the probable maximum flood. [13.02-1p8]
2. Developments and uses that involve the storage or disposal of environmentally hazardous industrial and agricultural chemicals or wastes and other dangerous goods (including intensive animal industries and sewage treatment plants) should not be located on floodplains unless site design and management is such that potential contact between such substances and floodwaters is prevented, without affecting the flood carrying and flood storage functions of the floodplain. [13.02-1p9]

Consider as relevant:

1. State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905) [13.02-1p11]
2. Any flood plain management policy, manual or guidelines adopted by the relevant flood plain manager.
3. Guidelines for Development in Flood-Prone Areas (Melbourne Water, 2007)
4. Guidelines for Coastal Catchment Management Authorities, Assessing Development in Relation to Sea Level Rise (Department of Sustainability and Environment, 2012).
5. Planning for Sea Level Rise, Assessing Development in Areas Prone to Tidal Inundation from Sea Level Rise in Port Phillip and Westernport Region (Melbourne Water, 2012)

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes land affected by flooding, including floodway areas, as verified by the relevant floodplain management authority [13.02-1p6]

Background documents

Victoria Floodplain Management Strategy (Department of Natural Resources and Environment, 1998). [13.02-1p15]

Floodplain Management in Australia, Best Practice Principles and Guidelines (Agriculture and Resource Management Council of Australia and New Zealand, Standing Advisory Committee on Agriculture and Resource Management, 2000)

05.03 EROSION AND LANDSLIDE

05.03-S-01 Erosion and landslide

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To protect areas prone to erosion, landslide or other land degradation processes. [13.03-2p1]

Strategy 1.1 Avoid inappropriate development in unstable areas or areas prone to erosion. [13.03-2p3]

Strategy 1.2 Support vegetation retention, planting and rehabilitation in areas prone to erosion and land instability. [13.03-2p4]

Objective 2 To ensure that development does not exacerbate coastal erosion. [13.01-1p6]

Strategy 2.1 Avoid development in areas susceptible to coastal erosion. [13.01-1p8]

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes areas subject to erosion or instability. [13.03-2p2]

05.03-gnut-01 Erosion and landslide

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

05.04 SALINITY

05.04-S-01 Salinity

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To minimise the impact of salinity and rising watertables on land uses, buildings, infrastructure and areas of environmental significance, and reduce salt loads in rivers. [13.03-3p1]

Strategy 1.1 Avoid inappropriate development in areas affected by groundwater salinity. [13.03-3p4]

Strategy 1.2 Support vegetation retention and replanting in aquifer recharge areas contributing to groundwater salinity problems. [13.03-3p3]

Guidelines for decision makers

Consider as relevant: [13.03-3p5]

1. Any special area plans approved under the *Catchment and Land Protection Act 1994*. [13.03-3p8]

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Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes areas subject to salinity. [13.03-3p2]

05.04-gnut-01 Salinity

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

05.05 CONTAMINATED AND ACID SULFATE SOILS

05.05-S-01 Acid sulfate soils

State Policy

VC## dd/mm/yyyy

Acid sulfate soil (ASS) is the common name given to soils and sediments containing iron sulfides, the most common being pyrite. When exposed to air due to drainage or disturbance, these soils can produce sufficient sulfuric acid to dissolve rock and concrete, corrode metal, and release toxic quantities of, aluminium and heavy metals. [New]

Objectives and strategies

Objective 1 To reduce the impact of acid sulfate soils on human health, the environment and on development. [New]

Strategy 1.1 Minimise adverse impacts from the intensification of use and development in areas with the potential to contain acid sulfate soils. [New]

Strategy 1.2 Use a risk-based approach to managing the impacts of acid sulfate soils, as follows: [New]

- a) Avoid disturbing acid sulfate soils. [13.01-1p8part]
- b) Minimise the cumulative effect of use and development. [New]
- c) Remediate detrimental effects arising from past and current disturbances. [New]

Strategy 1.3 Require use and development close to or on potential acid sulfate soils to demonstrate that it will avoid any disturbance. [New]

Guidelines for decisions makers

Consider as relevant:

1. The Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soils (Victorian Coastal Acid Sulfate Soils Implementation Committee and Department of Sustainability and Environment, 2010). [New]
2. Victorian Government coastal acid sulphate soil maps (Department of Environment and Primary Industries). [New]

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes areas subject to acid sulphate soils. [New]

Background document

The Victorian Coastal Acid Sulfate Soils (CASS) Strategy (Department of Sustainability and Environment, 2009). [New]

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05.05-S-02 Contaminated and potentially contaminated land

State Policy

VC## dd/mm/yyyy

In the past, certain industrial and commercial processes have contaminated land, and that contamination could pose a risk to human health or the environment or both. Contamination has occurred through discharge by leaks, spills or dumping of a contaminant onto the soil at the site, by importing contaminated fill, or more indirectly through contaminated groundwater. [\[New\]](#)

Objectives and strategies

Objective 1 To avoid adverse impacts on human health and the environment from contaminated land. [\[New\]](#)

Strategy 1.1 Require potentially contaminated land to be suitable for its intended future use and development. [\[13.03-1p1part\]](#)

Strategy 1.2 Require the safe use of contaminated land. [\[13.03-1p1part\]](#)

Strategy 1.3 Facilitate the remediation of contaminated land, particularly on sites in developed areas with potential for residential development. [\[2.2.5\]](#)

Guidelines for decision makers

Guidelines:

1. Require applicants to provide adequate information on the potential for contamination to have adverse effects on the future land use, where the subject land is known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel. [\[13.03-1p2\]](#)

Consider as relevant:

1. State Environment Protection Policy (Prevention and Management of Contamination of Land) (Environment Protection Authority, 2002 - Publication S95) [\[13.03-1p4\]](#)

Strategic planning guidelines

Strategic planning should:

1. Consider Ministerial Direction No. 1 – Potentially contaminated land when rezoning land used or known to have been used for industry, mining, or the storage of chemicals, gas, wastes or liquid fuel (if not ancillary to another use of the land). [\[13.03-1p5\]](#)

Background documents

on Managing Risks associated with Land Contamination - Guidance for Councils (Department of Health, 2006). [\[Update\]](#)

National Environment Protection (Assessment of Site Contamination) Measure (National Environment Protection Council, 2013) [\[13.03-1p6\]](#)

Contaminated Environments Strategy (Environment Protection Authority, 2008 -Publication 1511) [\[Update\]](#)

05.05-gnut-01 Contaminated and acid sulfate soils

Local policy: Gumnut

C## dd/mm/yyyy

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05.06 NOISE

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05.06-S-01

Noise**State Policy**

VC## dd/mm/yyyy

Many aspect of urban life generate noise. Planning can ensure that land use and development that will be unduly effected by urban noise are not located close to existing and potential noise sources. State Environment Protection Policy sets standards on the amount of noise that industry, commerce, trade or entertainment facilities can emit. New sensitive uses moving into an area may experience amenity impacts if noise sources are not recognised and steps taken in the new development to reduce the noise impacts. [New]

Objectives and strategies**Objective 1 To reduce the adverse impacts of noise.** [New]

Strategy 1.1 Minimise adverse noise effects on sensitive land uses. [13.04-1p1]

Strategy 1.2 Maintain amenity using a range of permit conditions, building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area. [13.04-1p2]

Strategy 1.3 Design sensitive uses that may be adversely affected by existing or planned noise sources, to include acoustic attenuation measures. [Update]

Guidelines for decision makers

Consider as relevant: [13.04-1p3]

1. State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (Environment Protection Authority, 1989 - Publication S43). [13.04-1p4]
2. State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (Environment Protection Authority, 1989 - Publication S31). [13.04-1p5]
3. Noise from Industry in Regional Victoria (NIRV) (Environment Protection Authority, 2011 - Publication 1411) [13.04-1p6]
4. A Guide to the Reduction of Traffic Noise (VicRoads, 2003). [13.04-1p7]
5. Passenger Rail Infrastructure Noise Policy (State Government of Victoria, 2013)

05.06-gnut-01 **Noise****Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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05.07 AIR QUALITY05.07-S-01 **Air quality****State Policy**

VC## dd/mm/yyyy

State Environment Protection Policy sets standards for ambient air quality and emissions from industrial and commercial activities to ensure that amenity, public health and the environment are protected, but new sensitive uses moving into an area may experience amenity impacts if located too close to an odour or dust source. [New]

Objectives and strategies**Objective 1 To improve air quality.** [13.04-2p1]

Strategy 1.1 Require, wherever possible, suitable separation between land uses that reduce amenity and sensitive land uses. [13.04-2p6]

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Particular provisions

1. Clause 52.10 – Uses with Adverse Amenity Potential

Guidelines for decision makers

Consider as relevant:

1. State Environment Protection Policy (Air Quality Management) (Environment Protection Authority, 2001 – Publication S40) [13.04-2p8]

Background document

Recommended Separation Distances for Industrial Residual Air Emissions (Environment Protection Authority, 2013 - Publication1518) [13.04-2p9]

05.07-gnut-01 Air quality

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

05.08 HAZARDOUS FACILITIES**05.08-S-01 Hazardous facilities**

State Policy

VC## dd/mm/yyyy

Worksafe Victoria sets standards to ensure that industrial operations are carried out in a safe manner, but it is prudent to limit sensitive uses close to hazardous facilities to reduce any adverse outcomes should an accident occur. [New]

Objectives and strategies

Objective 1 To limit adverse impacts on people from adverse events at hazardous facilities. [New]

Strategy 1.1 Require, wherever possible, suitable separation between hazardous facilities and sensitive land uses. [New]

Strategy 1.2 Protect hazardous facilities from the unplanned encroachment of sensitive uses. [Update]

Particular provisions

1. Clause 52.10 – Uses with Adverse Amenity Potential

Guidelines for decision makers

Guidelines:

1. The use and intensity of development should not expose people to unacceptable health or safety risks and consequences associated with an existing Major Hazard Facility. [18.03-2p7]

Consider as relevant: [17.02-1p7]

1. Any comments from the Victorian WorkCover Authority on requirements for industrial land use or development under the *Dangerous Goods Act 1985* and associated legislation and the *Occupational Health and Safety (Major Hazard Facilities) Regulations 2000*. [17.02-1p9]

Background documents

Land use planning near a major hazardous facility: Guidance Note (Worksafe Victoria, 2010). [Update]

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Recommended Separation Distances for Industrial Residual Air Emissions (Environment
Protection Authority, 2013 - Publication 1518). [[Update](#)]

05.08-gnut-01 Hazardous facilities**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

06 LANDSCAPE AND BUILT ENVIRONMENT

06.01 REGIONAL LANDSCAPE QUALITY

06.01-S-01 Regional landscape quality

State Policy

VC## dd/mm/yyyy

The varying landscapes around and throughout Victoria reflect the different natural conditions of geology, soil and rainfall. These landscapes are fundamental to an area's identity. Regional landscapes can be valued for their cultural or natural values.

Objectives and strategies

Objective 1 To reinforce regional landscape as the foundation of the character and identity of places. [12.04-2p1]

Strategy 1.1 Protect sensitive landscapes. [15.01-1p6 part,]

Strategy 1.2 Avoid development that detracts from landscape quality or key natural features. [15.01-1p6 part, 12.04-2p5]

Strategy 1.3 Recognise the natural landscape for its aesthetic value and as a fully functioning system. [12.04-2p4]

Strategy 1.4 Protect the landscape quality of national parks, waterways, coastal areas and their foreshores and the Alpine areas. [12.04-1p2 part, 12.04-2p2]

Strategy 1.5 Improve landscape qualities and open space linkages in green wedges, conservation areas and non-urban areas. [12.04-2p3]

Strategy 1.6 Protect environmentally sensitive areas with significant recreational value such as the Dandenong and Macedon Ranges, the Upper Yarra Valley, Western Port and Port Phillip Bays and their foreshores, the Mornington Peninsula, the Yarra and Maribyrnong Rivers and the Merri Creek, the Grampians, the Gippsland Lakes and their foreshore. [12.04-1p2 part]

Strategy 1.7 Recognise the potential impacts of land use and development on the spread of plant and animal pests from areas of known infestation into natural ecosystems. [12.01-1p7]

06.01-RV-01 Regional landscape quality

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To maintain the attractiveness, character, identity and amenity of towns. [11.05-2p3]

Strategy 1.1 Support high-quality architecture and urban design that respects the heritage, character and identity of settlements. [11.05-4p27]

Strategy 1.2 Improve the scenic amenity, landscape setting and view corridors of settlements. [11.05-4p28]

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Objective 2 To protect, restore and enhance a region's unique environment and rural landscapes. [RGP]

Strategy 2.1 Maintain parks and reserves. [RGP]

Strategy 2.2 Protect natural assets. [RGP]

06.02 URBAN DESIGN

06.02-S-01 Urban design

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To create a sense of place and cultural identity. [15.01-1p1]

Strategy 1.1 Recognise distinctive urban forms and layout and their relationship to landscape and vegetation. [15.01-5p3]

Strategy 1.2 Recognise and maintain cultural identity, neighbourhood character and sense of place. [15.01-5p1]

Strategy 1.3 Minimise the loss of existing vegetation and revegetation. [15.01-1p8]

Strategy 1.4 Protect and enhanced landmarks, views and vistas or, where appropriate, created by new additions to the built environment. [15.01-2p12]

Strategy 1.5 Provide safe, convenient and direct walking and cycling access to facilitate the development of twenty minute neighbourhoods. [18.01-1p10]

Strategy 1.6 Plan development to be accessible to people with disabilities. [15.01-3p15]

Objective 2 To enhance the public realm. [15.01-2p1part]

Strategy 2.1 Design interfaces between buildings and public spaces, including the arrangement of adjoining activities, entrances, windows and architectural detailing, to improve the visual and social experience of the user. [15.01-2p14]

Strategy 2.2 Design development to contribute to the complexity and diversity of the built environment. [15.01-2p18]

Strategy 2.3 Create public spaces that are comfortable to be in.

Strategy 2.4 Minimise the adverse impacts of noise and wind

Strategy 2.5 Balance sunlight and shade. This balance should not be compromised by undesirable overshadowing or exposure to the sun. [15.01-2p23]

Objective 3 To improve community safety and encourage design that makes people feel safe. [15.01-4p1]

Strategy 3.1 The design of the public realm should:

- a) avoid dark and hidden areas,
- b) provide visible and safe access points,
- c) integrate an appropriate level of lighting, and
- d) show a clear definition between public and private domains.

Strategy 3.2 Design development to overlook public spaces with clear sight lines. [Update]

Strategy 3.3 Support initiatives that provide safer walking and cycling routes and improved safety for people using public transport. [15.01-4p3]

Objective 4 To achieve architectural outcomes that:

- contribute positively to local character
- minimise detrimental impact on neighbouring properties. [15.01-2p1 part]

Strategy 4.1 Require development to respond to its context and reinforce special characteristics of local environment and place by emphasising: [15.01-5p4]

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- a) The underlying natural landscape character. [15.01-5p5]
 - b) The complexity and rhythm of existing streetscapes. [15.01-2p19]
 - c) The scale, grain and quality design of the public realm
 - d) The heritage values and built form that reflect community identity. [15.01-5p6]
 - e) The values, needs and aspirations of the community. [15.01-5p7]
- Strategy 4.2 Design development to respect, but not simply copy, historic precedents and create a worthy legacy for future generations. [15.01-2p16]
- Strategy 4.3 Avoid designing individual buildings as landmarks unless the site justifies special treatment as a landmark.
- Strategy 4.4 Design service infrastructure such as rooftop plant, lift over-runs, service entries, and communication devices, to be hidden or integrated with the overall design of a building. [15.01-2p28]
- Objective 5 To ensure car parking is appropriately designed and located. [18.02-5p1]**
- Strategy 5.1 Protect the amenity of residential precincts from the effects of road congestion created by on-street parking. [18.02-5p9]
- Strategy 5.2 Facilitate the efficient provision of car parking through the consolidation of car parking facilities. [18.02-5p3]
- Strategy 5.3 Plan and design car parking to a high standard, creating a safe environment for users and enabling easy and efficient use. [New]
- Strategy 5.4 Support adoption of new technologies and approaches such as car sharing schemes and electric vehicles. [Update]

Particular provisions

1. Clause 52.06 – Car Parking
2. Clause 52.07 – Loading and unloading of vehicles
3. Clause 54 – One dwelling on a lot
4. Clause 55 – Two or more dwellings on a residential lot
5. Clause 56 – Residential Subdivision
6. Clause 52.35 – Urban Context report and design response for residential development of four or more storeys.

Guidelines for decision makers

Guidelines:

1. Use the Victorian Design Review Panel process, where appropriate, for reviews of:
 - (a) Significant State Government and state-funded projects
 - (b) Significant projects affecting places on the Victorian Heritage Register. [4.8.1.1]

Consider as relevant: [15.01-2p31]

1. Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) in assessing the design and built form of residential development of four or more storeys. [15.01-2p32]
2. Activity Centre Design Guidelines (Department of Sustainability and Environment, 2005) in preparing activity centre structure plans and in assessing the design and built form of new development in activity centres. [15.01-2p33]
3. Safer Design Guidelines for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005) in assessing the design and built form of new development. [15.01-2p34]
4. Urban Design Charter for Victoria (Department of Planning and Community Development, 2009). [15.01-2p35]

06.03 LANDSCAPE DESIGN

06.03-S-01 Landscape design

State Policy

VC## dd/mm/yyyy

Planting vegetation, especially larger trees can help reduce urban heat island effects. Many urban areas in Victoria have extensive gardens, reserves and boulevards; together the trees and greenery in these areas can be thought of as an urban forest.

Objectives and strategies

Objective 1 To increase vegetation in urban areas. [New]

Strategy 1.1 Improve the landscape and vegetation cover of urban areas including metropolitan Melbourne. [4.5.3]

Strategy 1.2 Support the retention and planting of canopy trees including along roads. [4.5.3.1, New]

Strategy 1.3 Improve the landscape quality of local areas. [New]

Strategy 1.4 Maintain and improve the landscape quality of garden suburbs. [Update]

Strategy 1.5 Support innovative greening strategies that add to the urban forest. [Update]

Objective 2 To achieve attractive settings through the use of appropriate vegetation.

Strategy 2.1 Design landscaping areas as an integral element of the overall design of buildings and spaces. [15.01-2p30]

Strategy 2.2 Support the use of indigenous plants shrubs and trees in landscaping. [Update]

Strategy 2.3 Use deciduous street trees in streetscaping works that are conducive to walking, providing summer shade and maximum winter sun, where appropriate. [Update]

Strategy 2.4 Avoid the use of environmental weeds in landscaping. [12.01-1p1part]

Strategy 2.5 Design landscape areas to enhance the amenity and aesthetic quality of the public realm. [Update]

Guidelines for decision makers

Guidelines:

1. Development should respond to its context in terms of surrounding landscape and climate. [15.01-1p4part]

06.03-gnut-01 Landscape design

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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06.04 ENVIRONMENTALLY SUSTAINABLE DESIGN

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06.04-S-01 Environmentally sustainable design
State Policy VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions. [15.02-1p1]

Strategy 1.1 Create environmentally friendly development that includes improved energy efficiency, water conservation, local management of stormwater and waste water treatment, less waste and reduced air pollution. [15.01-3p14]

Strategy 1.2 Plan buildings and subdivision design for improved energy efficiency. [15.02-1p2]

Strategy 1.3 Facilitate energy efficiency building upgrades, and local electricity generation. [5.7.1.2]

06.04-gnut-01 Environmentally sustainable design
Local policy: Gumnut C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

06.05 INFRASTRUCTURE DESIGN

06.05-S-01 Infrastructure design
State Policy VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide cost effective, fit for purpose development infrastructure. [New]

Strategy 1.1 Provide consistent design advice for the delivery of infrastructure. [New]

Strategic planning guideline

Strategic planning should

1. Prepare infrastructure design manuals or guidelines to apply to subdivision and development. [New]

06.05-gnut-01 Infrastructure design
Local policy: Gumnut C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

06.06 ADVERTISING SIGNS

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06.06-S-01

Advertising signs**State Policy**

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide for signs that are compatible with the amenity and visual appearance of an area, including the existing or desired future character. [\[from 52.05\]](#)

Strategy 1.1 Minimise excessive visual clutter or visual disorder from signs. [\[from 52.05\]](#)

Strategy 1.2 Minimise any loss of amenity or adverse affect on the natural or built environment from signs. [\[from 52.05\]](#)

Strategy 1.3 Avoid signs that affect the safety or efficiency of a road. [\[from 52.05\]](#)

Particular provisions

1. Clause 52.05 – Advertising signs

06.06-gnut-01

Advertising signs**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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07 HERITAGE

07.01 LANDSCAPE AND NATURAL HERITAGE

07.01-S-01 Landscape and natural heritage

State Policy

VC## dd/mm/yyyy

Cultural heritage includes the aesthetic, archaeological, architectural, cultural, historical, scientific or social significance of places. These values are found in all types of places: be they landscapes, buildings, archaeological sites, gardens, natural areas or objects. [\[New\]](#)

Objectives and strategies**Objective 1 To conserve landscapes with heritage significance. [\[15.03-1p1\]](#)**

Strategy 1.1 Conserve landscapes of aesthetic, archaeological, cultural, historical, scientific, or social significance, or otherwise of special cultural value. [\[15.03-1p4\]](#)

Strategy 1.2 Maintain elements that contribute to the importance of the heritage landscapes. [\[15.03-1p6\]](#)

Strategy 1.3 Support the conservation and restoration of contributory elements. [\[15.03-1p7\]](#)

Particular provisions

1. Clause 52.37 – Post boxes and drystone walls

Guidelines for decision makers

Consider as relevant: [\[15.03-1p10\]](#)

1. The decisions and recommendations of the Heritage Council of Victoria. [\[15.03\]](#)

Strategic planning guidelines

Strategic planning should:

1. Review and document landscapes of natural and cultural heritage significance for their inclusion in the planning scheme. [\[15.03-1p2part\]](#)
2. Identify in planning schemes landscapes places of natural and cultural heritage significance. [15.03-1p2part\]](#)

07.01-gnut-01 Landscape and natural heritage

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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07.02 ABORIGINAL CULTURAL HERITAGE

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07.02-S-01

Aboriginal cultural heritage**State Policy**

VC## dd/mm/yyyy

The *Aboriginal Heritage Act 2006* (the Act) is the Victorian Government's legislation for protecting Aboriginal cultural heritage.

Objectives and strategies

Objective 1 To conserve places of Aboriginal cultural heritage significance. [15.03-2p1]

Strategy 1.1 Conserve pre- and post-contact Aboriginal cultural heritage places. [15.03-2p3]

Guidelines for decision makers

Guidelines:

1. Permit approvals should align with recommendations of a Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*. [15.03-2p4]

Consider as relevant: [15.03-2p5]

1. The *Aboriginal Heritage Act 2006* for all Aboriginal cultural heritage. [15.03-2p6]
2. The findings and recommendations of the Victorian Aboriginal Heritage Council. [15.03-2p7]
3. The findings and recommendations of the Heritage Council of Victoria for post-contact Aboriginal heritage places where relevant. [15.03-2p8]

Strategic planning guidelines

Strategic planning should:

1. Use Aboriginal maps of country. [4.7.2.2]
2. Review and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme. [15.03-2p2]
3. Identify in planning schemes places of Aboriginal cultural heritage significance. [15.03-2p2]

07.02-gnut-01

Aboriginal cultural heritage**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

07.03**BUILT HERITAGE**

07.03-S-01

Built heritage**State Policy**

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The *Heritage Act 1995* establishes the Victorian Heritage Register to protect the State's most significant heritage places and objects. Other places may be covered by a Heritage Overlay within a planning scheme.

Objectives and strategies

Objective 1 To conserve places of heritage significance. [15.03-1p1]

Strategy 1.1 Conserve places of aesthetic, archaeological, architectural, cultural, scientific, or social significance, or otherwise of special cultural value. [15.03-1p4]

Strategy 1.2 Support development that respects places with identified heritage values and creates a worthy legacy for future generations. [15.03-1p5]

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- Strategy 1.3 Maintain elements that contribute to the importance of the heritage place. [15.03-1p6]
- Strategy 1.4 Support the conservation and restoration of contributory elements. [15.03-1p7]
- Strategy 1.5 Maintain or improve an appropriate setting and context for heritage places. [15.03-1p8]
- Strategy 1.6 Facilitate adaptive reuse of heritage buildings whose use has become redundant. [15.03-1p9]

Particular provisions

1. Clause 52.37 – Post boxes and drystone walls

Guidelines for decision makers

Consider as relevant: [15.03-1p10]

1. The decisions and recommendations of the Heritage Council of Victoria. [15.03]

Strategic planning guidelines

Strategic planning should:

1. Review and document places of cultural heritage significance as a basis for their inclusion in the planning scheme. [15.03-1p2]
2. Identify in planning schemes places of natural and cultural heritage significance as a basis for their inclusion. [15.03-1p2]
3. Consider short-term accommodation and tourism services when developing or renewing state sporting, cultural and heritage sites. [1.5.5.3]

07.03-gnut-01 Built heritage

Local policy: Gumnut

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Local policy tailored for each municipality can be inserted here if required

08 HOUSING

08.01 LOCATION OF RESIDENTIAL DEVELOPMENT

08.01-S-01 Location of residential development

State Policy

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The residential zones are a suite of statutory tools for a planning authority to implement state and local policies and strategies for housing and residential growth in their planning scheme to better plan for residential development. [\[From Practice Note\]](#)

Strategic use of the residential zones can give greater clarity about the type of development that can be expected in a residential area, allow a broader range of activities to be considered and better manage growth. [\[From Practice Note\]](#)

Objectives and strategies

Objective 1 To increase the supply of housing in existing urban areas. [16.01-1p2part1](#)

Strategy 1.1 Create an adequate supply of redevelopment opportunities within the established urban area to reduce the pressure for fringe development. [\[16.01-2p4\]](#)

Strategy 1.2 Support higher density housing on sites identified for residential growth. [\[16.01-2p3\]](#)

Strategy 1.3 Identify areas for increased housing activity, moderate residential growth and predominantly single dwellings. [\[New\]](#)

Strategy 1.4 Facilitate a mix of private, affordable and social housing in activity centres. [\[16.01-5p8\]](#)

Strategy 1.5 Facilitate increased housing yield on under-utilised urban land. [\[16.01-1p2part\]](#)

Strategy 1.6 Encourage the development of well-designed medium-density housing which: [\[16.01-4p3\]](#)

a) Respects the neighbourhood character. [\[16.01-4p4\]](#)

b) Improves housing choice. [\[16.01-4p5\]](#)

c) Makes better use of existing infrastructure. [\[16.01-4p6\]](#)

Strategy 1.7 Plan and design housing to integrate with infrastructure and services provision. [\[16.01-1p4\]](#)

Strategy 1.8 Avoid the unplanned encroachment of residential development on incompatible uses. [\[Update\]](#)

Strategic planning guidelines

Strategic planning should:

1. Identify areas where a change in zone would allow for better use of infrastructure or land.
2. Identify opportunities for increased residential densities to help consolidate urban areas. [\[16.01-2p6\]](#)
3. Identify a range of different housing growth areas, including:
 - (a) Mixed use areas with a mix of residential and non-residential development and local neighbourhood centres undergoing renewal and around train stations. [\[From Practice Note\]](#)
 - (b) Residential growth locations near activities areas, town centres, train stations and other areas suitable for increased housing activity such as smaller strategic redevelopment sites. [\[From Practice Note\]](#)
 - (c) General residential areas where moderate growth and diversity of housing consistent with existing neighbourhood character is to be provided. [\[From Practice Note\]](#)

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- (d) Neighbourhood residential areas where single dwellings prevail and change is not identified, such as areas of recognised neighbourhood character, environmental or landscape significance. [\[From Practice Note\]](#)
4. Use Residential Zones in accordance with the following criteria with reference to Practice Note 78: Applying the residential zones July 2013: [\[New\]](#)
- Is there identified neighbourhood character to be retained? [\[Update\]](#)
 - Is the site identified as an area for growth and change? [\[Update\]](#)
 - Are there existing landscape or environmental character/ constraints? [\[Update\]](#)
 - Is the risk associated with known hazard high or low? [\[Update\]](#)
 - What is the existing or desired level of development activity? [\[Update\]](#)
 - Is this a brownfield or urban renewal site or area? [\[Update\]](#)
 - Is there an adopted housing and development strategy? [\[Update\]](#)
 - Is the site identified in Activities Area structure plan/policy? [\[Update\]](#)
 - If not in an Activities Area, is it redevelopment of commercial or industrial land? [\[Update\]](#)
 - Is there good access to employment options? [\[Update\]](#)
 - Is there good access to local shopping? [\[Update\]](#)
 - Is there good access to local community services? [\[Update\]](#)
 - Is there good access to transport choices? [\[Update\]](#)

08.01-RV-01

Rural residential development**Regional Policy: Regional Victoria**

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To reduce adverse economic, social and environmental impacts of residential development. [\[New\]](#)

Strategy 1.1 Avoid residential growth in areas where tourism developments should be given priority to support the local economy. [\[R.GP\]](#)

Strategy 1.2 Plan for the consolidation of existing settlements where investment in physical and community infrastructure and services has already been made. [\[16.02-1p3\]](#)

Objective 2 To significantly reduce adverse economic, social and environmental impacts of rural residential development. [\[16.02-1p5\]](#)

Strategy 2.1 Protect the long-term sustainable use of natural resources including agricultural production, water, mineral and energy resources. [\[16.02-1p6\]](#)

Strategy 2.2 Protect existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat. [\[16.02-1p7\]](#)

Strategy 2.3 Minimise or avoid property servicing costs carried by local and State governments. [\[16.02-1p8\]](#)

Strategy 2.4 Avoid development of isolated pockets of rural residential development. [\[16.02-1p9\]](#)

Strategy 2.5 Support lot consolidation of existing isolated small lots in rural zones. [\[16.02-1p10\]](#)

Strategy 2.6 Maintain an adequate separation distance between rural residential development and intensive animal husbandry. [\[16.02-1p11\]](#)

Guidelines for decision makers

Guidelines:

- Rural residential development should not encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources. [\[16.02-1p12\]](#)
- Rural residential development should be located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development. [\[16.02-1p13, 16.02-1p14\]](#)

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3. Rural residential development should be supplied with electricity and water and good quality road access. [16.02-1p13, 16.02-1p15]

Strategic planning guidelines

Strategic planning should:

1. Identify land suitable for rural residential development. [16.02-1p1]
2. Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development. [16.02-1p2]
3. Demonstrate need and identify locations for rural residential development through a housing and settlement strategy. [16.02-1p4]

08.02 HOUSING DIVERSITY AND AFFORDABILITY

08.02-S-01 Housing diversity and affordability

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide for a range of housing types to meet increasingly diverse needs. [16.01-4p1]

Strategy 1.1 Facilitate housing that matches changing demand, widening housing choice, particularly in the middle and outer suburbs. [16.01-4p2]

Strategy 1.2 Facilitate a mix of housing types and higher housing densities in growth areas. [16.01-4p9]

Strategy 1.3 Support innovative housing solutions that provide greater flexibility and adaptability in housing stock. [New]

Strategy 1.4 Prepare municipal housing strategies to improve housing choice. [2.1.1]

Objective 2 To improve housing affordability in areas close to jobs, transport and services. [16.01-5p1]

Strategy 2.1 Facilitate the supply of affordable housing. [2.4]

Strategy 2.2 Support land supply strategies that reduce land prices.

Strategy 2.3 Support opportunities for a wide range of income groups to choose housing in well-serviced locations. [16.01-4p8]

Strategy 2.4 Facilitate good housing design to keep down costs for residents. [16.01-5p5]

Strategy 2.5 Support housing that is both water efficient and energy efficient. [16.01-1p5]

Strategy 2.6 Facilitate residential development that is cost-effective in infrastructure provision and encourages public transport use. [16.01-2p5]

Objective 3 To encourage well-designed and appropriately located housing for older people. [16.02-4p1]

Strategy 3.1 Plan to enable older people to live in appropriate housing in their local community. [16.02-3p3-5]

Strategy 3.2 Facilitate a mix of housing for older people with appropriate access to care and support services. [16.02-4p4]

Objective 4 To facilitate the supply of social housing. [New]

Strategy 4.1 Facilitate the redevelopment and renewal of social housing stock to better meet community needs. [16.01-5p9]

Strategy 4.2 Facilitate the delivery of high quality social housing to meet the needs of Victorians. [16.01-1p6]

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- Strategy 4.3 Recognise that the provision of social housing is facilitated through a range of funding, delivery and partnership models with external housing providers. [Update]
- Strategy 4.4 Determine the costs, benefits and opportunities of including social housing in identified urban renewal precincts before beginning structure planning or rezoning land. [Update]
- Strategy 4.5 Facilitate the renewal of existing social housing sites through planning and development controls. [Update]

Particular provisions

1. Clause 52.41 – Government Funded Social Housing

Guidelines for decision makers

Guidelines:

1. Social housing should be located in residential areas, activity centres and strategic redevelopment areas, close to services and public transport or on an existing site with the potential for renewal. [Update]
2. Social housing established early in the life of a growth area should be located where there is access to services and public transport. [Update]

Strategic planning guidelines

Strategic planning should:

1. Plan for an appropriate quantity, quality and type of social housing in local housing strategies.
2. Consider the provision of social housing in precinct structure plans and activity centre structure plans.
3. Recognise that there are a number of factors, including joint partnerships and existing landholdings that inform the location of social housing.

08.02-gnut-01 Housing diversity and affordability

Local policy: Gumnut

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Local policy tailored for each municipality can be inserted here if required

08.03 DESIGN OF HOUSING

08.03-S-01 Design of housing

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To support well-designed housing. [New]

Strategy 1.1 Design development to provide good amenity for residents.

Particular provisions

1. Clause 54 – One dwelling on a lot
2. Clause 55 – Two or more dwellings on a residential lot

Guidelines for decision makers

Consider as relevant:

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1. Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) in assessing the design and built form of residential development of four or more storeys. [15.01-2p32]

08.03-RV-01 Design of housing

Regional Victoria: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To support development of distinct settlements to create healthy, attractive and liveable communities. [RGP]

Strategy 1.1 Support principles of universal and adaptable design to be incorporated into new housing. [RGP]

08.03-gnut-01 Design of housing

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

08.04 SPECIAL PURPOSE HOUSING

08.04-S-01 Aged accommodation

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To facilitate the timely development of residential aged accommodation to meet existing and future needs. [16.02-3p1]

Strategy 1.1 Recognise that residential aged accommodation contribute to housing diversity and choice, and are an appropriate use in a residential area. [16.02-4p2]

Strategy 1.2 Recognise that residential aged accommodation are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass). [16.02-4p3]

Guidelines for decision makers

Guidelines:

1. Residential aged accommodation should:
 - (a) Be located in residential areas, activity centres and strategic redevelopment areas, close to services and public transport. [16.02-4p5]
 - (b) Respond to the site and its context. [16.02-4p6-8]
 - (c) Achieve high urban design and architectural standards. [16.02-4p6-9]
2. Residential aged accommodation established early in the life of a growth area should be located where they will have early access to services and public transport. [16.02-4p6-7]

Consider as relevant: [16.02-3p6]

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1. Commonwealth Government's ratios for the provision of aged care places under the *Aged Care Act 1997*. [16.02-3p7]

Strategic planning guidelines

Strategic planning should:

1. Plan for an appropriate quantity, quality and type of aged accommodation. [16.01-1p3]
2. Consider aged accommodation in local housing strategies, precinct structure plans, and activity centre structure plans. [16.02-3p2]
3. Identify an adequate supply of land or redevelopment opportunities for residential aged care facilities. [16.02-3p4]

08.04-S-02

Crisis accommodation, community care units and shared housing

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To encourage the establishment of crisis accommodation, community care units and shared housing in residential areas and to ensure that their location is kept confidential. [16.02-2p1]

Strategy 1.1 Facilitate crisis accommodation, community care units and shared housing to meet community needs. [Update]

Particular provisions

1. Clause 52.22 Crisis Accommodation
2. Clause 52.23 Shared Housing
3. Clause 52.24 Community Care Unit
4. Clause 52.41 – Government Funded Social Housing

Strategic planning guidelines

Planning Schemes must not require a planning permit for or prohibit crisis accommodation and community care units (with accommodation for no more than 20 clients plus supervisory staff) in areas used mainly for housing. [16.02-2p5]

Planning Schemes must not require a permit for or prohibit shared housing (not less than 4 persons and not more than 12 persons are accommodated on the site) in areas used mainly for housing. [16.02-2p3]

Planning schemes must not identify the site of a community care unit or a dwelling used for crisis accommodation as having that use. [16.02-2p4]

08.04-S-03

Caretakers' houses

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To protect industrial areas from the intrusion of residential development in the form of inappropriate Caretaker's Houses. [New]

Strategy 1.1 Require any proposal for a Caretaker's house to demonstrate that the house is essential for operation of the activity to which it is ancillary. [New]

Strategy 1.2 Avoid subdividing a Caretaker's houses from the use or development to which it is ancillary. [New]

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08.04-gnut-01 Special purpose housing

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Local policy tailored for each municipality can be inserted here if required

09 ECONOMIC DEVELOPMENT

09.01 LOCATION OF EMPLOYMENT

09.01-S-01 Location of employment

State Policy

VC## dd/mm/yyyy

There is growing recognition that the planning system can play a major role in influencing private sector investment decisions in relation to commercial and industrial development and influence key economic variables, including economic output and employment growth. [PM pg20]

The economy of Victoria will continue to change significantly, driven by increasing global competition, changing technology and markets and changing demography, with the State's population expected to age as well as grow. [PM pg20]

Economic activity across the State is changing in scope and location, and the planning and transport systems will need to support this changing economic structure. [PM pg20]

A strong pipeline of investment will be needed to underpin economic growth and productivity, and greater transport and land use efficiency. [PM pg20]

Objectives and strategies

Objective 1 To recognise and respond to the changing needs of different business sectors, and support the growth of existing and new industries. [PM pg23]

Strategy 1.1 Recognise major areas of industrial, business and commercial land. [PM pg23]

Strategy 1.2 Plan concentrated areas of employment. [PM pg23]

Strategy 1.3 Plan infrastructure investment in areas with concentrated employment linked to transport networks to maximise productivity. [PM pg23]

Strategy 1.4 Identify large scale industrial and commercial precincts that need protection from encroachment from sensitive uses. [PM pg23]

Strategy 1.5 Identify areas that will continue to experience residential and other sensitive uses growth and are not suitable for large scale industrial and commercial development.

09.01-RV-01 Location of employment

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objective 1 To encourage clustering of intensive rural industries. [RGP]

Strategy 1.1 Support clustering of intensive rural industries to:

- a) Take advantage of locational opportunities, including access to key infrastructure.
- b) Provide maximum separation from sensitive land uses. [RGP]

09.02 AGRICULTURE**09.02-S-01 Agriculture
State Policy**

VC## dd/mm/yyyy

Victoria exports most of the food we grow. The Victorian Government has a clear target to double food and fibre production by 2030 through building the productivity of the food and fibre sector (from farm to market).

Objectives and strategies

Objective 1 To support productive and sustainable food and fibre industries. [New]

Strategy 1.1 Protect important agriculture areas and food production and delivery infrastructure. [New]

Strategy 1.2 Facilitate new opportunities in agriculture that respond to the potential impacts of climate change. [RGP]

09.02-RV-01 Agriculture**Regional Policy: Regional Victoria**

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To encourage sustainable agricultural land use. [14.01-2p1]

Strategy 1.1 Support agricultural activities maintain natural resources. [14.01-2p2]

Strategy 1.2 Support innovative approaches to sustainable practices. [14.01-2p3]

Strategy 1.3 Support effective agricultural production and processing infrastructure and rural industry. [14.01-2p4]

Strategy 1.4 Support farm-related retailing and assist genuine farming enterprises to adjust to market changes. [14.01-2p4]

Strategy 1.5 Facilitate cattle feedlots, piggeries, poultry farms and other intensive animal industries in a manner consistent with orderly and proper planning and protection of the environment. [14.01-2p5]

Strategy 1.6 Support emerging agribusinesses and location clusters, including intensive animal industries [RGP]

Particular provisions

1. Clause 52.26 – Cattle Feedlot
2. Clause 52.31 – Broiler Farm
3. Clause 57 – Metropolitan Green Wedge Land

Guidelines for decision makers**Guidelines:**

1. Subdivision of productive agricultural land should not detract from the long-term productive capacity of the land. [14.01-1p11]
2. Include state, regional and local, issues and characteristics in the assessment of agricultural quality and productivity. [14.01-1p4]
3. In assessing a rural development balance the potential off-site effects of rural land use proposals (such as degradation of soil or water quality and land salinisation) which might affect productive agricultural land against the benefits of the proposals. [14.01-1p13]

Consider as relevant: [14.01-2p6]

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1. Victorian Code for Cattle Feedlots (Department of Agriculture, Energy and Minerals, 1995), in assessing proposals for use and development of beef cattle feedlots. [14.01-2p8]
2. Victorian Code for Broiler Farms (Department of Primary Industries, 2009), in considering proposals for use and development of broiler farms. [14.01-2p9]
3. Code of Practice: Piggeries (Health Commission of Victoria and Department of Food and Agriculture, 1992), in assessing proposals for use and development of piggeries. [14.01-2p10]
4. The Victorian Standards and Guidelines for the Welfare of Pigs (Department of Environment and Primary Industries, 2012) [Update]
5. Apiary Code of Practice (Department of Planning and Community Development, 2011) and any relevant scientific reports, in assessing proposals for apiculture. [14.01-2p11]
6. Apiculture (beekeeping) on public land policy (State Government of Victoria, 2013). [New]
7. Planning Guidelines for Land Based Aquaculture in Victoria (Department of Primary Industries, 2005), in assessing proposals for land based aquaculture facilities. [14.01-2p12]

09.03 FORESTRY AND TIMBER PRODUCTION

09.03-S-01 Forestry and timber production

State Policy

VC## dd/mm/yyyy

Victoria's timber plantation estate accounts for approximately 20 per cent of Australia's total plantation forest estate. Native forest in Victoria covers approximately 36 per cent of the State. [New]

Objectives and strategies

Objective 1 To provide resource certainty for the timber industry and secure long-term access to native timber supplies. [New]

Strategy 1.1 Support a productive, competitive and sustainable timber industry. [New]

Background document

Victorian Timber Industry Action Plan (December 2011) [New]

09.03-RV-01 Forestry and timber production

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To facilitate the establishment, management and harvesting of plantations, and harvesting of timber from native forests. [14.01-3p1]

Strategy 1.1 Facilitate the establishment of softwood and hardwood plantations on predominantly cleared land and areas subject to or contributing to land or water degradation. [14.01-3p2]

Strategy 1.2 Require timber production in native forests to be conducted in a sustainable manner. [14.01-3p5]

Particular provisions

1. Clause 52.18 – Timber Production

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Guidelines for decision makers

Guidelines:

1. Timber production (except agroforestry, windbreaks and commercial plantations of 5 hectares or less) should be conducted in accordance with the *Code of Practice for Timber Production* (Department of Sustainability and Environment 2007). [14.01-3p6]

Consider as relevant: [14.01-3p8]

1. Code of Practice for Timber Production (Department of Sustainability and Environment, 2007). [14.01-3p9]
2. Any relevant Regional Forestry Agreement. [New]

Strategic planning guidelines

Strategic planning should:

1. Identify areas which may be suitably used and developed for plantation timber production. [14.01-3p3]

09.03-gnut-01 Forestry and timber production

Local policy: Gumnut

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Local policy tailored for each municipality can be inserted here if required

09.04 RESOURCE EXPLORATION AND EXTRACTION

09.04-S-01 Resource exploration and extraction

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To encourage exploration and extraction of natural resources in accordance with acceptable environmental standards. [14.03p1]

Strategy 1.1 Protect the opportunity for exploration and extraction of natural resources where this is consistent with overall planning objectives and application of acceptable environmental practice. [14.03p2]

Strategy 1.2 Protect natural resources. [14.03p3]

Strategy 1.3 Provide infrastructure for the exploration and extraction of natural resources. [14.03p4]

Strategy 1.4 Provide adequate separation between sensitive uses and quarries to ensure the ongoing operation of the quarry without exposing residents to adverse environmental effects, nuisance or exposure to hazards. [17.02-2p5part]

Particular provisions

1. Clause 52.08 – Earth and Energy Resources
2. Clause 52.09 – Stone Extraction and Extractive Industry Interest Area

Guidelines for decision makers

Guidelines:

1. Planning permit applications should clearly define buffer areas appropriate to the nature of the proposed extractive uses, which are to be owned or controlled by the proponent of an extractive industry. [14.03p6]

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2. Buffer areas between extractive activities and sensitive land uses should be determined on the following considerations: [14.03p7]
 - (a) Whether appropriate limits on effects can be met at the sensitive locations using practical and readily available technology. [14.03p8]
 - (b) Whether a change of land use in the vicinity of the extractive industry is proposed. [14.03p9]
 - (c) Use of land within the buffer areas is not limited by adverse effects created by the extractive activities. [14.03p10]
 - (d) Performance standards identified under the relevant legislation. [14.03p11]
 - (e) Types of activities within land zoned for public use. [14.03p12]

Consider as relevant: [14.03p17]

1. Mineral Resources (Sustainable Development) Act 1990. [14.03p18]
2. Greenhouse Gas Sequestration Act 2008, [14.03p19]
3. Geothermal Energy Resources Act 2005, [14.03p20]
4. Petroleum Act 1998. [14.03p21]
5. Melbourne Supply Area - Extractive Industry Interest Areas Review -Geological Survey of Victoria Technical Record 2003/2 (Geological Survey of Victoria, 2003). [14.03p22]
6. Ballarat Supply Area - Extractive Industry Interest Areas – Geological Survey of Victoria Technical Record 1997/.3 (Geological Survey of Victoria, 1997) [14.03p23]
7. Bendigo Supply Area - Extractive Industry Interest Areas – Geological Survey of Victoria Technical Record 1998/6 (Geological Survey of Victoria, 1998). [14.03p24]
8. Geelong Supply Area - Extractive Industry Interest Areas – Geological Survey of Victoria Technical Record 1999/2 (Geological Survey of Victoria, 1999). [14.03p25]
9. La Trobe Supply Area - Extractive Industry Interest Areas – Geological Survey of Victoria Technical Record 1999/4 (Geological Survey of Victoria Technical Record, 1999). [14.03p26]
10. Any relevant State Environment Protection Policy. [14.03p27]

Strategic planning guidelines

Planning schemes must not create a planning approval process, or impose conditions on the use or development of land that is inconsistent with the *Mineral Resources (Sustainable Development) Act* 1990, the *Greenhouse Gas Sequestration Act* (2008), the *Geothermal Energy Resources Act* (2005), or the *Petroleum Act* (1998). [14.03p5, 14.03p1]

Strategic planning should:

1. Identify the need to provide infrastructure for the exploration and extraction of natural resources. [14.03p4]

09.04-R03-01 Coal resources

Regional Policy: Gippsland

VC## dd/mm/yyyy

Coal resources are generally defined in *Framework of the Future* (Minister for Industry, Technology and Resources and Minister for Planning and Environment, 1987) and the *Land Over Coal and Buffer Area Study* (Ministry for Planning and Environment, 1988). [14.03p14part]

Objectives and strategies

Objective 1 To protect the brown coal resource in Central Gippsland. [14.03p13part]

Strategy 1.1 Avoid use and development of land overlying coal resources that would prejudice the winning or processing of coal. [14.03p13part][14.03p14part]

Strategy 1.2 Require coal-related development to be adequately separated from residential or other sensitive uses and main transport corridors by buffer areas to minimise

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adverse effects such as noise, dust, fire, earth subsidence, and visual intrusion.
[14.03p15]

Strategy 1.3 Avoid development within the buffer areas that is incompatible with uses and development adjacent to these areas. [14.03p16]

09.04-gnut-01 Resource exploration and extraction

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

09.05 INDUSTRIAL DEVELOPMENT

09.05-S-01 Industrial development

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To ensure availability of land in suitable locations to meet the needs of industry. [17.02-1p1]

Strategy 1.1 Plan industrial areas to facilitate further industrial development. [17.02-1p5]

Strategy 1.2 Maintain a long-term supply of industrial land in growth areas. [17.02-1p2]

Strategy 1.3 Protect industrial activity in industrial zones from the encroachment of unplanned commercial, residential and other sensitive uses which would adversely affect industry viability. [17.02-1p7]

Strategy 1.4 Avoid approving non-industrial land uses activities, which will compromise the availability of land for future industrial requirements, in identified industrial areas. [17.02-1p9]

Strategy 1.5 Require, wherever possible, that there is suitable separation between industrial land uses that reduce amenity or pose a health or safety risk and sensitive land uses. [13.04-2p6]

Objective 2 To facilitate the sustainable development and operation of industry. [17.02-2p1]

Strategy 2.1 Plan for the redevelopment of industrial land close to the Principal Public Transport Network for more intensive uses.

Strategy 2.2 Support industrial uses that meet appropriate standards of safety and amenity to locate within activity centres. [17.02-1p8]

Strategy 2.3 Minimise inter-industry conflict and encourage like industries to locate within the same area. [17.02-2p4]

Strategy 2.4 Provide adequate separation between sensitive uses and offensive or dangerous industries to ensure the ongoing operation of the industry without exposing residents to adverse environmental effects, nuisance or exposure to hazards. [17.02-2p5part]

Strategy 2.5 Facilitate opportunities for industry development arising from climate change and initiatives to reduce greenhouse gas emissions. [RGP]

Particular provisions

1. Clause 52.10 – Uses with Adverse Amenity Potential

Guidelines for decision makers

Guidelines:

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1. Industrial activities requiring substantial threshold distances should be located in the core of industrial areas. [17.02-2p2]
2. Activities with minimal threshold requirements should be located towards the perimeter of the industrial area. [17.02-2p3]

Consider as relevant: [17.02-2p7]

1. State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (Environment Protection Authority, 1989 - Publication S31) (in metropolitan Melbourne). [13.04-1p5]
2. State Environment Protection Policy (Air Quality Management) (Environment Protection Authority, 2001 - Publication S40) [Update]
3. Any comments from the Victorian WorkCover Authority on requirements for industrial land use or development under the *Dangerous Goods Act 1985* and associated legislation and the *Occupational Health and Safety (Major Hazard Facilities) Regulations 2000*. [17.02-2p9]
4. Land use planning near a major hazardous facility: Guidance Note (Worksafe Victoria, 2010).. [Update]
5.) Noise from Industry in Regional Victoria (NIRV) (Environment Protection Authority, 2011 - Publication 1411) [13.04-1p6]

Strategic planning guidelines

Strategic planning should:

1. Identify an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment. [17.02-1p6]
2. Identify land for industrial development in urban growth areas where: [17.02-1p2]
 - (a) Good access for freight and road transport is available. [17.02-1p3]
 - (b) Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses. [17.02-1p4]
3. Identify industrial land close to transport services and social infrastructure that could be rezoned.

Background document

Recommended Separation Distances for Industrial residual Air Emission - Guideline (Environment Protection Authority, 2013 - Publication 1518).

09.05-RV-01

Industrial development

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To ensure industrial uses in the farming zone support rural activities. . [New based on FZ objective]

Strategy 1.1 Balance the benefits of the industrial use against the benefits of the land for agricultural purposes in the short and long term. [New. Based on dwelling dg in FZ]

Strategy 1.2 Support small scale industrial uses that support farming activity. [New based on FZ objective]

Strategy 1.3 Facilitate investment in value adding rural industries and industries that are best located in rural areas. [New based on FZ objective]

Guidelines for decision makers

Applications for industrial use should be accompanied by an assessment of the agricultural value of the land. [New]

In assessing a proposal to subdivide or develop agricultural land consider: [14.01-1p6]

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1. The desirability and impacts of removing the land from primary production, given its agricultural productivity. [14.01-1p7]
2. The impacts of the proposed subdivision or development on the continuation of primary production on adjacent land, with particular regard to land values and to the viability of infrastructure for such production. [14.01-1p8]
3. The compatibility between the proposed or likely development and the existing uses of the surrounding land. [14.01-1p9]
4. Assessment of the land capability. [14.01-1p10]

09.06 INNOVATION AND RESEARCH

09.06-S-01 Innovation and research

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education. [17.02-4p1]

Strategy 1.1 Support the development and intensification of business clusters. [17.02-4p3]

Strategy 1.2 Create a physical environment that is conducive to innovation and to creative activities. [17.02-4p4]

Strategy 1.3 Support infrastructure that helps people to be innovative and creative, learn new skills and start new businesses in activity centres and near public transport. [17.02-4p5]

Strategy 1.4 Facilitate opportunities for innovation arising from climate change and initiatives to reduce greenhouse gas emissions [RGP]

09.06-gnut-01 Innovation and research

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

09.07 COMMERCIAL AND RETAIL USES

09.07-S-01 Commercial and retail uses

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To create a competitive framework for the delivery of retail, entertainment, office and other commercial services.

Strategy 1.1 Create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses. [17.01-1p2]

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- Strategy 1.2 Support new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres. [17.01-1p3a]
- Strategy 1.3 Support small scale shopping opportunities that meet the needs of local residents and workers in convenient locations. [17.01-1p3b]
- Strategy 1.4 Facilitate commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services. [From Commercial 2 zone purpose]
- Strategy 1.5 Support outlets of trade-related goods or services directly serving or ancillary to industry. [17.01-1p4]
- Strategy 1.6 Avoid establishing uses that affect the safety and amenity of adjacent, more sensitive uses. [From Commercial 2 zone purpose]

Guidelines for decision makers

Guidelines:

1. A five year time limit for commencement should be attached to the planning approval for all shopping centres or expansions of over 1,000 square metres in floorspace. [17.01-1p6]

Strategic planning guidelines

Strategic planning should:

1. Use, where appropriate, floorspace limits on offices and shops (but not restricted retail premises) in nominated centres in regional areas and growth areas. [New]

09.08 SMALL ENTERPRISES AND HOME BUSINESSES

09.08-S-01 Small enterprises and home businesses

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To support well-located, appropriate and low-cost premises for small scale businesses. [17.02-4p7]

Strategy 1.1 Use the reformed residential zones to provide for small scale mixed use close to activity areas. [New]

Strategy 1.2 Support working from home. [1.5.4.7]

Particular provisions

1. Clause 52.11 – Home Occupation

09.08-gnut-01 Small enterprises and home businesses

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

09.09 TOURISM

09.09-S-01

Tourism**State Policy**

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To develop the State as a competitive domestic and international tourist destination. [17.03-1p1]**

Strategy 1.1 Facilitate the development of a range of well designed and sited tourist facilities and accommodation. [17.03-1p2]

Strategy 1.2 Support year round use of seasonally dependent tourism facilities. [New]

Strategic planning guidelines

Strategic planning should:

1. Identify strategic tourism locations for private investment. [1.5.5.4]

Background documents

Victoria's 2020 Tourism Strategy (Tourism Victoria, 2013)..

Victoria's Regional Tourism Strategy 2013–2016 (Tourism Victoria, 2013).

09.09-RV-01

Tourism**Regional Policy: Regional Victoria**

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To encourage the development of tourism based industries and facilities. [New AC]**

Strategy 1.1 Facilitate tourism development that assists small towns facing economic and population challenges. [RGP]

Strategy 1.2 Support large commercial tourism uses where located in urban locations or rural areas of lower agricultural value. [RGP]

Strategy 1.3 Facilitate tourism development that:

- a) is near heritage places or natural features [RGP]
- b) assists in the sustainable management or linking of heritage places or natural features. [RGP]

Strategy 1.4 Support nature-based tourism compatible with a region's environment and landscape attractions. [RGP] [12.02-4p3part]

Strategy 1.5 Facilitate rural tourism activities that support agricultural enterprises such as cellar door and farm gate sales and accommodation. [RGP]

Strategy 1.6 Support tourism development in locations that:

- a) are near identified strategic tourism investment areas [RGP]
- b) have been identified for sustainable and appropriate development [RGP]
- c) can be managed for risks from natural hazards such as bushfires and flooding [RGP]
- d) have access to settlements, transport infrastructure and other services [RGP]
- e) are compatible with other economic activities, particularly agriculture. [RGP]

Strategy 1.7 Plan strategic tourism investment areas to maximise access to infrastructure, services and labour. [RGP]

Strategy 1.8 Minimise impacts of tourism development on areas identified as strategic agricultural land. [RGP]

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Guidelines for decision makers

Guidelines:

1. Tourism facilities should be compatible with and build upon the assets and qualities of surrounding rural activities and cultural and natural attractions. [\[17.03-1p3part\]](#)

Consider as relevant: [\[17.03-1p4\]](#)

1. Tourism Investment Opportunities of Significance in National Parks Guidelines (Department of Environment and Primary Industries, 2013). [\[New\]](#)
2. Tourism Investment Opportunities of Significance in National Parks Making a Proposal (Department of Environment and Primary Industries, 2013)
3. Destination Management Plans for tourism destinations or regions and Victoria's Regional Tourism Strategy 2013-2016 (Tourism Victoria, 2013).

10 COMMUNITY DEVELOPMENT

10.01 DISTRIBUTION OF SOCIAL AND CULTURAL INFRASTRUCTURE

10.01-S-01 Distribution of social and cultural infrastructure

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide fair distribution of and access to social and cultural infrastructure. [19.02-4p1]

Strategy 1.1 Facilitate social and cultural infrastructure in activity centres. [19.02-4p3]

Strategy 1.2 Facilitate not-for-profit community services. [4.4.3.2]

Strategy 1.3 Plan community infrastructure to cater for all faiths. [PM]

Strategy 1.4 Provide regional social and cultural infrastructure in regional cities and regional centres. [RGP]

Strategy 1.5 Provide community services to small settlements. [RGP]

Strategy 1.6 Provide social infrastructure that is well located, flexible and accessible, including hospitals, aged care and education facilities. [RGP]

Strategy 1.7 Facilitate the integration of social and cultural infrastructure with transport services and infrastructure. [RGP]

Objective 2 To encourage social and cultural infrastructure that is integrated and co-located. [New AC]

Strategy 2.1 Plan for the provision of social infrastructure in sequence with new residential development. [RGP]

Strategy 2.2 Support co-location of local social infrastructure such as schools, community centres and health services on shared sites and designed as multi-purpose facilities. [RGP]

Strategy 2.3 Provide for integrated regional and sub-regional scale community, cultural and recreation facilities. [RGP]

Strategy 2.4 Support ongoing upgrades to infrastructure and new integrated, networked models [RGP]

Objective 3 To provide emergency services in appropriate locations. [New]

Strategy 3.1 Support the siting of police stations, fire stations, ambulance and emergency services for efficient service delivery. [15.01-4p4part]

Strategic planning guidelines

Strategic planning should:

1. Identify and address gaps and deficiencies in social and cultural infrastructure. [19.02-4p2]
2. Review community infrastructure needs (including transport, education, health, justice, arts and human services) for areas that have, or are expected to have, strong population growth. [7.3.4.1]
3. Review the need for additional land for cemeteries and crematoria, including existing cemeteries, and identify possible new locations. [4.4.4.1]

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10.01-gnut-01 Distribution of social and cultural infrastructure

Local policy: Gumnut

C## dd/mm/yyyy

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10.02 HEALTH FACILITIES

10.02-S-01 Health facilities

State Policy

VC## dd/mm/yyyy

Health-related facilities includes acute health, aged care, disability services and community care facilities. [19.02-1p2part]

Objective 1 To integrate health facilities with local and regional communities. [19.02-1p1]

Strategy 1.1 Provide health facilities to address demographic trends, the existing and future demand requirements and the integration of services into communities. [19.02-1p2]

Strategy 1.2 Facilitate health precincts for public and private developments including flexibility in use. [4.4.1.2, 19.02-1p3]

Strategy 1.3 Require hospitals and other large health service facilities to locate in areas highly accessible to public and private transport. [19.02-1p4]

Strategy 1.4 Protect defined air routes for air ambulances from inappropriate development. [New]

Strategic planning guideline

Strategic planning should:

1. Identify strategic locations for health facilities. [1.5.4.2]
2. Identify air routes for air ambulances to hospitals. [New]

10.02-gnut-01 Health facilities

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

10.03 EDUCATION FACILITIES

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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10.03-S-01

Education facilities**State Policy**

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To assist the integration of education facilities with local and regional communities. [19.02-2p1]**

Strategy 1.1 Provide education facilities, to address demographic trends, the existing and future demand requirements and the integration of facilities into communities. [19.02-2p5]

Strategy 1.2 Maximise access by walking and cycling to primary education facilities. [19.02-2p2]

Strategy 1.3 Support secondary and tertiary education facilities in areas that are highly accessible to public transport. [19.02-2p3]

Strategy 1.4 Support tertiary education facilities within or adjacent to activity centres. [19.02-2p4]

Strategy 1.5 Design areas close to education facilities to encourage safe walking and cycling access. [19.02-2p6]

Strategy 1.6 Facilitate libraries as community based learning centres. [19.02-2p7]

Objective 2 To strengthen communities especially in small towns. [RGP]

Strategy 2.1 Plan for facilities and infrastructure needed to deliver education and training that supports growth. [RGP]

Particular provisions

1. Clause 52.40 – Government Funded Education Facilities

Strategic planning guideline

Strategic planning should:

1. Identify strategic locations for education facilities. [1.5.4.2]

10.04 COMMUNITY FACILITIES

10.04-S-01

Community facilities**State Policy**

VC## dd/mm/yyyy

Community facilities include schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities. [Clause 56.03-3]

Objectives and strategies**Objective 1 To provide for community facilities to meet the needs of the community**

Strategy 1.1 Support the provision of well-located community facilities that can be adapted for a variety of community uses.

Strategy 1.2 Support the collocation of community facilities.

Strategy 1.3 Maintain social and community facilities in key service centres, particularly district towns [RGP]

Strategy 1.4 Improve social and community facilities to ensure they are sustainable and can continue to attract new residents [RGP]

Particular provisions

1. Clause 56 – Residential Subdivision

Strategic Planning Guidelines

Strategic planning should:

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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1. Prepare regional or local community facility strategies, plans or policies. [\[Clause 56.03-3\]](#)

10.04-gnut-01 Community facilities

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

10.05 SPORT AND RECREATION FACILITIES

10.05-S-01 Sport and recreation facilities

State Policy

VC## dd/mm/yyyy

The provision of sports grounds and venues are important to the health and recreation of Victorians. Stadiums and venues are vital parts of sports infrastructure in the State. [\[New\]](#)

Objectives and strategies

Objective 1 To ensure there are sufficient and appropriate opportunities and spaces for active recreation including shared use of premises, facilities and grounds. [\[New\]](#)

Strategy 1.1 Plan community sports facilities so that they are not detrimental to other park activities. [\[11.03-1p13part\]](#)

Guidelines for decision makers

Guidelines:

1. Exclusive occupation of parkland by community organisations should be consistent with management objectives of the park to maximise broad community access to open space. [\[11.03-2p3\]](#)

Strategic planning guidelines

Strategic planning should

1. Consider short-term accommodation and tourism services when developing or renewing state sporting, cultural and heritage sites. [\[1.5.5.3\]](#)

10.05-gnut-01 Sport and recreation facilities

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

10.06 CULTURAL FACILITIES

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10.06-S-01

Cultural facilities**State Policy**

VC## dd/mm/yyyy

The Victorian Commission for Gambling and Liquor Regulation (VCGLR) is an independent statutory authority that administers Victoria's gambling and liquor laws and is responsible for liquor licensing.

Objectives and strategies

Objective 1 To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities. [19.02-3p1]

Strategy 1.1 Facilitate a wide range of arts, cultural and entertainment facilities including cinemas, restaurants, licensed premises, live music venues and live theatres, in appropriate locations. [19.02-3p2]

Strategy 1.2 Maintain the existing major precincts for arts, sports and major events of state-wide appeal and establish new facilities at locations well served by public transport. [19.02-3p3]

Strategy 1.3 Avoid cinema based entertainment facilities not within or on the periphery of existing or planned activity centres. [17.01-1p5]

Strategy 1.4 Avoid large sports and entertainment facilities of metropolitan, State or national significance in out-of-centre locations unless they are well served by public transport and in locations that are highly accessible to their catchment of users. [17.01-2p4]

Strategy 1.5 Maintain amenity using a range of permit conditions, building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area. [13.04-1p2]

Strategy 1.6 Recognise the impact of licensed premises on the amenity of the surrounding area. [New]

Particular provisions

1. Clause 52.27 – Licensed Premises

Guidelines for decision makers

Consider as relevant:

1. State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (Environment Protection Authority, 1989 - Publication S43). [13.04-1p4]

10.06-gnut-01

Cultural facilities**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

10.07**GAMING AND BROTHELS**

10.07-S-01

Gaming and brothels**State Policy**

VC## dd/mm/yyyy

The Victorian Commission for Gambling and Liquor Regulation (VCGLR) is an independent statutory authority that administers Victoria's gambling and liquor laws and is responsible for gambling and liquor licensing.

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Consumer Affairs Victoria regulates the legal sex industry through the *Sex Work Act 1994* and the *Sex Work Regulations 2006*.

Objectives and strategies

Objective 1 To ensure that gaming machines are situated in appropriate locations and premises. [New]

Strategy 1.1 Recognise the social and economic impacts of the location of gaming machines. [New]

Strategy 1.2 Avoid gaming machines in specified shopping complexes and strip shopping centres. [New]

Objective 2 To ensure that brothels are situated in appropriate locations and premises. [New]

Strategy 2.1 Require brothels to establish or expand in accordance with the *Sex Work Act 1994*. [New]

Particular provisions

1. Clause 52.28 – Gaming
2. Clause 52.46 – Brothels

10.07-gnut-01 Gaming and brothels

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

11 OPEN SPACE

11.01 PUBLIC OPEN SPACE

11.01-S-01 Public open space

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide open space commensurate with the needs of the community. [11.03-1p1]

Strategy 1.1 Provide new open space in residential areas, in growth areas and in areas that have an undersupply of parkland. [11.03-1p16]

Strategy 1.2 Provide open space for

- nature conservation,
- recreation and play,
- formal and informal sport,
- social interaction and
- peace and solitude. [11.03-1p13part]

Strategy 1.3 Plan open space networks that: [11.03-1p3]

- Are linked through the provision of walking and cycle trails and rights of way. [11.03-1p4]
- Are integrated with open space from abutting subdivisions. [11.03-1p5]
- Incorporate, where practicable, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest, as well as maintaining public accessibility on public land immediately adjoining waterways and coasts. [11.03-1p6]
- Create walking and cycle links to commercial and community facilities. [11.03-1p7part]

Strategy 1.4 Design open space to accommodate people of all abilities, ages and cultures. [11.03-1p14]

Strategy 1.5 Require replacement open space of equal or greater size and quality where existing open space is reduced by a change of use or occupation. [11.03-1p12]

Strategy 1.6 Require land use and development adjoining regional or metropolitan open space, national parks and conservation reserves to complement the open space in terms of visual and noise impacts, treatment of waste water to reduce turbidity or pollution and preservation of vegetation. [11.03-1p8]

Objective 2 To provide for the long term management of public open space. [11.03-2p1]

Strategy 2.1 Avoid buildings and infrastructure not consistent with the management objectives of the open space. [11.03-2p4]

Strategy 2.2 Avoid blocking public access along stream banks and foreshores by development. [11.03-2p5]

Strategy 2.3 Require public land immediately adjoining waterways and coastlines to remain in public ownership. [11.03-2p6]

Particular provisions

1. Clause 52.01 – Public Open Space Contribution and Subdivision

Guidelines for decision makers

Consider as relevant: [11.03-1p17]

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1. Any relevant Growth Corridor Plans. [11.03-1p19]

Strategic planning guidelines

Strategic planning should:

1. Improve the quality and distribution of open space and ensure long-term protection. [11.03-1p9]
2. Ensure major open space corridors are protected and enhanced. [11.04-7p2]

12 TRANSPORT

12.01 THE TRANSPORT SYSTEM

12.01-S-01 The transport system

State Policy

VC## dd/mm/yyyy

Effective and efficient transport provision for all Victorians is best supported by clustered land use creating concentrated movement demand, clearly defined transport networks and land use that reinforces the functions of those networks. Victoria's transport system includes principal transport networks, comprised of the Principal Public Transport Network (PPTN), Principal Traffic Flow Network (PTFN), Principal Freight Network (PFN), and Principal Bike Network and to enable effective integration of the transport and land use.

Principal Pedestrian Networks and local transport networks cater for more localised movements or provide access to the principal transport networks. The planning, implementation and management of these networks and their interfaces with land use needs to be undertaken with regard to the TIA and interface with the principal transport networks in a way that does not compromise the functionality and efficiency of the principal transport networks.

Objectives and strategies

Objective 1 To ensure use and development responds to and strengthens integrated transport and land use outcomes. [Update]

Strategy 1.1 Recognise the importance of existing infrastructure as a driver of spatial planning decisions. [7.3.1.1]

Strategy 1.2 Maximise the development opportunities of areas currently well-served by transport infrastructure. [18.02-3p5]

Strategy 1.3 Facilitate development in growth and urban renewal areas that enables the cost-effective delivery of new transport infrastructure and to serve the development.

Strategy 1.4 Facilitate use and development that reinforces the functions of the principal transport networks of the:

- Principal Pedestrian Network (PPN)
- Principal Bicycle Network (PBN)
- Principal Public Transport Network (PPTN)
- Principal Traffic Flow Network (PTFN)
- Principal Freight Network (PFN) [Update]

Strategy 1.5 Protect transport corridors. [Update]

Strategy 1.6 Avoid adverse cumulative impacts of use and development in transport corridors to avoid increasing travel times and reducing reliability of public transport. [Update]

Strategy 1.7 Plan road and rail reservations to provide adequate space for flexible response to future transport and service infrastructure needs. [Update]

Strategy 1.8 Improve transport links that strengthen the connections to Melbourne and adjoining regions. [RGP]

Strategy 1.9 Facilitate the development of a transport network which supports connectivity and access between settlements [RGP]

Objective 2 To ensure transport networks planning strengthens integrated transport and land use outcomes. [Update]

Strategy 2.1 Plan and design transport routes to achieve the greatest overall benefit to the community with regard to the Transport Integration Act and considering:

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- a) Making the best use of existing social, cultural and economic infrastructure.
 - b) Minimising impacts on the environment.
 - c) Optimising accessibility, safety, emergency access, service and amenity.
 - d) Minimising disruption of residential communities and their amenity. [18.01-2p6, 18.01-2p5]
 - e) Achieving quality urban design outcomes. [15.01-1p7edited]
- Strategy 2.2 Provide walking and cycling infrastructure in all major new road projects. [18.01-2p4]
- Strategy 2.3 Reduce environmental noise and air quality impacts using a range of transport practices, including regulation, design, construction and management. [5.4.1, 18.01-2p9]
- Strategy 2.4 Plan carparking to support the efficient function of the transport system, particularly in locations which will have higher trip intensity.
- Strategy 2.5 Require grade separation at railway crossings (vehicle and pedestrian) except with the approval of the Minister for Transport. [18.02-4p3]
- Strategy 2.6 Facilitate level crossings removal. [3.2.3.2]
- Strategy 2.7 Plan adequate provision for public transport (including public transport stops), including taxi ranks as part of activity centres, employment areas and community infrastructure. [18.02-5p10]
- Strategy 2.8 Plan for expanded bus services within a land use pattern that supports service delivery in growth areas. [3.3.2.1]

Particular provisions

1. Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a category 1 road.
2. Clause 52.36 – Integrated Public Transport Planning

Guidelines for decision makers

Guidelines:

1. Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments. [18.01-2p11]
2. Require integrated transport plans or Green Travel Plans for major residential, commercial and industrial developments. Plans should address walking, cycling and public transport and any mitigation works required to protect travel time efficiency and reliability. [18.01-1p7]

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines.

Strategic planning guidelines

Strategic planning should:

1. Plan development to reinforce at a regional level the:
 - (a) Principal Bicycle Network (PBN)
 - (b) Principal Public Transport Network (PPTN)
 - (c) Principal Traffic Flow Network (PTFN)
 - (d) Principal Freight Network (PFN) [Update]
2. Identify a local level a Principal Pedestrian Network (PPN) [Update]
3. Identify safe, convenient and direct walking and cycling access to areas of high trip generation such as activity centres, public transport interchanges and other strategic redevelopment sites. [18.01-1p10]
4. Reserve land for strategic transport infrastructure. [18.01-2p3]
5. Plan or regulate new uses or development of land close to an existing or proposed transport route to avoid detriment to, and where practicable enhance the service, safety and amenity desirable for that transport route in the short and long term. [18.01-2p7]
6. Plan for the cost-effective and integrated grade separation of existing level crossings by protecting land required for future crossings, identifying future development opportunities and managing site access and the local street network on the approaches to the rail crossing.

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7. Identify a transport corridor for the Port of Hastings for both road and rail connections. [\[3.6.1.3\]](#)

12.01-gnut-01 The transport system

Local policy: **Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.02 WALKING NETWORKS

12.02-S-01 Walking

State Policy

VC## dd/mm/yyyy

Walking networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To ensure use and development promote walking. [\[18.02-1p1\]](#)

Strategy 1.1 Support development that furthers the development of the Principal Pedestrian Network. [\[Update\]](#)

Strategy 1.2 Plan for new walking and cycling bridge crossings for major roads, freeways, railways and waterways. [\[3.4.1.1\]](#)

Strategy 1.3 Reinforce the function of the Principal Pedestrian Network including providing high quality pedestrian access. [\[Update\]](#)

Strategy 1.4 Consider pedestrian crossing opportunities and desire lines through, into and around development. [\[Update\]](#)

Strategy 1.5 Require developments to contribute to and facilitate the development of a high quality public realm when located on the Principal Pedestrian Network. [\[Update\]](#)

Strategy 1.6 Avoid vehicular crossovers on the Principal Pedestrian Network. [\[Update\]](#)

Strategy 1.7 Reduce the number and impact of vehicle crossing points on the Principal Pedestrian Network. [\[Update\]](#)

Objective 2 To create a network of higher quality walking environment on key routes to activity centres, employment areas, community facilities, and transport hubs. [\[Update\]](#)

Strategy 2.1 Recognise the importance of integrating planning for pedestrian friendly environments with land use and development planning. [\[Update\]](#)

Strategy 2.2 Create environments that are safe and attractive for walking, especially on the Principal Pedestrian Network. [\[18.02-1p2\]](#)

Strategy 2.3 Create high quality walking environments that are accessible to footpath-bound vehicles that meet Disability Discrimination Act requirements such as wheelchairs, prams and scooters. [\[18.02-1p3\]](#)

Strategy 2.4 Facilitate walking access to public transport including the provision of direct and safe pathways to stops and stations. [\[18.01-2p8part\]](#)

Guidelines for decision makers

Guidelines:

1. Development should provide safe and attractive opportunities for walking. [\[18.02-1p4split\]](#)

Consider as relevant: [\[18.02-2p10\]](#)

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1. Guide to Road Design, Part 6A: Pedestrian and Cycle Paths – AGRD 06A-09 (Austroads, 2009). [\[18.02-2p11\]](#)

Strategic planning guidelines

Strategic planning should:

1. Identify at a local level the Principal Pedestrian Networks. [\[3.4.1.3\]](#)
2. Plan local networks to support Principal Transport Networks. [\[Update\]](#)

Background documents

Guidelines for the Development of Principal Pedestrian Networks (Department of Transport Planning and Local Infrastructure, 2013)

12.03 CYCLING NETWORKS

12.03-S-01 Cycling networks

State Policy

VC## dd/mm/yyyy

Cycling networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To create a network of cycle routes that help people cycle for transport.
[\[Update\]](#)

Strategy 1.1 Facilitate development that reinforces the Principal Bicycle Network. [\[Update\]](#)

Strategy 1.2 Recognise the importance of the Principal Bicycle Network in all stages of transport and land use planning. [\[Update\]](#)

Strategy 1.3 Provide separated bike lanes from other incompatible uses, where feasible on the Principal Bicycle Network. [\[Update\]](#)

Strategy 1.4 Provide bicycle facilities for all types of cyclists of all ages and abilities. [\[Update\]](#)

Strategy 1.5 Avoid vehicular crossovers on the Principal Bicycle Network. [\[Update\]](#)

Strategy 1.6 Reduce the number and impact of vehicle crossing points on the Principal Bicycle Network. [\[Update\]](#)

Strategy 1.7 Require bicycle parking and related facilities to meet demand. [\[Update\]](#)

Particular provisions

1. Clause 52.24 – Bicycle Facilities

Guidelines for decision makers

Guidelines:

1. Consider the quality of bicycle access to the Principal Bicycle Network. [\[Update\]](#)
2. Development should provide safe and attractive opportunities for cycling. [\[18.02-1p4split\]](#)

Consider as relevant: [\[18.02-2p10\]](#)

1. Guide to Road Design, Part 6A: Pedestrian and Cycle Paths Paths – AGRD 06A-09 (Austroads, 2009). [\[18.02-2p11\]](#)

2. Any approved Integrated Transport and Landuse Guidelines. [\[Update\]](#)

Strategic planning guidelines

Strategic planning should:

1. Identify local cycling networks and new cycling facilities that link to and complement the metropolitan wide network of cycling routes, especially the PBN.

12.04 PUBLIC TRANSPORT NETWORKS

12.04-S-01 Public transport networks

State Policy

VC## dd/mm/yyyy

Public transport networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To maximise development opportunities in areas that can be well-served by public transport. [\[Update\]](#)

Strategy 1.1 Facilitate development that reinforces the function of the Principal Public Transport Network. [\[Update\]](#)

Strategy 1.2 Plan for uses that generate significant public transport trips, or rely on public transport, to locate with walking distance of Principal Public Transport Network stops and interchanges. [\[Update\]](#)

Strategy 1.3 Improve access to the public transport network by providing direct and safe walking and cycling pathways to stops and stations, including providing direct pathways across development sites. [\[18.02-3p12\]](#) [\[18.02-3p13\]](#)

Strategy 1.4 Plan for long-term corridors and infrastructure for future expansion of the public transport network. [\[Update\]](#)

Strategy 1.5 Plan development to support the efficient location of stops and interchanges. [\[Update\]](#)

Strategy 1.6 Facilitate urban renewal opportunities associated with upgrades to interchanges. [\[1.6.1.5\]](#)

Objective 2 To improve the movement, efficiency and reliability of trams and buses. [\[18.02-3p10\]](#)

Strategy 2.1 Consider opportunities for development to improve the efficiency and reliability of trams and buses, particularly in areas that are expected to undergo significant change or about the Principal Public Transport Network [\[Update\]](#)

Strategy 2.2 Avoid the cumulative impact of delays caused by individual developments, including small scale developments, on light rail, tram and bus routes. [\[Update\]](#)

Strategy 2.3 Avoid access arrangements, car parking and traffic management regimes that adversely affect the efficiency, safety and reliability of public transport services. [\[Update\]](#)

Strategy 2.4 Minimise access points and manage parking on tram and bus routes. [\[Update\]](#)

Objective 3 To provide a safe environment around public transport corridors, particularly heavy rail corridors. [\[Update\]](#)

Strategy 3.1 Develop a safe and secure environment at stations and stops and along rail corridors and level crossings. [\[Update\]](#)

Particular provisions

1. Clause 52.36 – Integrated Public Transport Planning

Guidelines for decision makers

Guidelines:

1. Development should provide opportunities for public transport. [\[18.02-1p4split\]](#)

Consider as relevant: [\[18.02-3p15\]](#)

1. Any approved Integrated Transport and Landuse Guidelines. [\[Update\]](#)
2. Public Transport Guidelines for Land Use and Development (Department of Transport, 2008). [\[18.02-3p17\]](#)

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Background documents

Network Development Plans. [\[Update\]](#)

Public Transport Demand Forecasts. [\[Update\]](#)

Any relevant public transport strategy published by Public Transport Victoria. [\[Update\]](#)

12.05 WATER TRANSPORT

12.05-S-01 Water transport State Policy

VC## dd/mm/yyyy

Water transport networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To establish water transport as an integral part of Victoria's transport system. [\[Update\]](#)

Strategy 1.1 Facilitate ferry services in the west of Port Phillip Bay. [\[3.3.3\]](#)

Strategic planning guidelines

Strategic planning should:

1. Identify potential ferry berth locations. [\[3.3.3.2\]](#)
2. Identify bayside and waterway locations that may sustain a viable water transport service. [\[3.3.3.4\]](#)
3. Consider ways to deliver suitable ferry berths and associated infrastructure. [\[3.3.3.3\]](#)

12.05-gnut-01 Water transport Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.06 ROAD NETWORK

12.06-S-01 Road network State Policy

VC## dd/mm/yyyy

Traffic flow networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To manage the road network and abutting land uses to achieve an efficient and safe network, making the most of existing infrastructure. [\[18.02-4p1 edited\]](#)

Strategy 1.1 Plan and design road space to complement land use and meet community and business needs. [\[18.02-4p14\]](#)

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- Strategy 1.2 Avoid vehicle access arrangements and car parking regimes and traffic management that adversely affect the efficiency, safety and reliability of the principal transport networks including Principal Traffic Flow Network and declared arterial roads. [\[Update\]](#)
- Strategy 1.3 Consider options for development on the Principal Traffic Flow Network and Principal Public Transport Network to gain access from local roads where practicable. [\[Update\]](#)
- Strategy 1.4 Plan and design transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places. [\[18.02-4p2\]](#)
- Strategy 1.5 Improve the use of existing roads to more efficiently move people and freight by separating incompatible road uses where practicable. [\[18.02-4p4\]](#)
- Strategy 1.6 Upgrade the national road network connecting key regional centres to export gateways. [\[6.4.2.1\]](#)

Particular provisions

1. Clause 52.29 – Land Adjacent to A Road Zone, Category 1, or a Public Acquisition Overlay for a category 1 road.
2. Clause 52.30 – Freeway Service Centre

Guidelines for decision makers

Consider as relevant: [\[13.04-1p3\]](#)

1. Any approved Integrated Transport and Landuse Guidelines. [\[Update\]](#)
2. A Guide to the Reduction of Traffic Noise (VicRoads, 2003). [\[13.04-1p7\]](#)
3. Any Local SmartRoads Network Operating Plans. [\[New\]](#)
4. Safe System Approach (Guide to Road Safety Part 1: Road Safety Overview (Austroads, 2013). [\[New\]](#)
5. Guidelines for Access Management (Guide to Traffic Management Part 5 Section 2.1) (Austroads, 2008). [\[New\]](#)

12.07 FREIGHT AND LOGISTICS

12.07-S-01 Freight and logistics

State Policy

VC## dd/mm/yyyy

Road and rail freight networks need to be planned as part of an integrated transport network. [\[Update\]](#)

Objectives and strategies

Objective 1 To provide adequate capacity at key freight gateways and freight precincts of State and national significance in a timely manner. [\[Update\]](#)

Strategy 1.1 Facilitate adequate freight capacity gateway at ports, airports and interstate rail and road terminals in line with demand in international and domestic freight markets. [\[Update\]](#)

Strategy 1.2 Protect the effective and competitive operation of freight gateways and key freight precincts. [\[Update\]](#)

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Objective 2 To improve the efficiency and productivity of the freight network and key freight links. [Update]

- Strategy 1.3 Support the development of the Long-Term Freight Regional Network Vision included in this clause. [New]
- Strategy 2.1 Facilitate development that reinforces the function of the Principal Freight Network and freight precincts. [Update]
- Strategy 2.2 Provide improved freight efficiency and productivity on the existing Principal Freight Network. [Update]
- Strategy 2.3 Support upgrades to network capacity to meet State and national demands.
- Strategy 2.4 Improve access for freight users to the Principal Freight Network and precincts where production and logistics activities are concentrated. [Update]

Objective 3 Manage land development close to freight gateways and precincts and the Principal Freight Network to:

- be compatible with freight operations
- provide reasonable amenity expectations. [Update]

- Strategy 3.1 Reduce adverse impacts of freight movements and their community interfaces. [Update]
- Strategy 3.2 Protect freight gateways, freight precincts and the Principal Freight Network from encroachment by sensitive use and development incompatible with their freight and logistics operations. [Update]
- Strategy 3.3 Plan the environs of freight gateways and freight precincts to accommodate uses that depend upon or gain significant advantage from proximity to freight and logistics operations. [Update]

Particular provisions

1. Clause 52.33 – Shipping Container Storage

Guidelines for decision makers

Guidelines:

1. Any use or development of land for freight gateways or freight precincts and the Principal Freight Network should minimise impacts of their development and operations on other urban development. [Update]
2. Any use or development within the environs of freight gateways, freight precincts and the Principal Freight Network should not prejudice their efficient and curfew-free operations. [Update]
3. Any use or development within the environs of freight gateways, freight precincts and the Principal Freight Network should take into account planning for those facilities and the network. [Update]

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines. [Update]

Strategic planning guidelines

Strategic planning should:

1. Plan to integrate freight infrastructure and operations with broader transport and land use planning. [New]
2. Identify and protect future freight gateways, freight precincts and corridors, and the Principal Freight Network to accommodate projected growth. [New]
3. Plan the land around freight gateways and precincts to accommodate uses that depend upon or gain significant advantage from proximity to freight and logistics operations. [New]
4. Use buffers to protect state-significant freight facilities and precincts from encroachment of sensitive use and development incompatible with their freight and logistics operations. [3.5.3.4]

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Background documents

Victoria: The Freight State, The Victorian Freight and Logistics Plan (State Government of Victoria, 2013). [[18.05-1p5](#)]

National Land Freight Strategy: A place for freight (Standing Council on Transport and Infrastructure, Commonwealth of Australia, 2012)

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12.07-S-02 Long-Term Regional Freight Network Vision
Regional Policy: Regional Victoria VC## dd/mm/yyyy

Principal Freight Network and Long-Term Regional Freight Network Vision map to be inserted here.

12.07-RV-01 Freight and logistics
Regional Policy: Regional Victoria VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen the roles of freight gateways, freight precincts and the Principal Freight Network in regional Victoria within the State's economic and transport infrastructure. [6.4.2.3]

Strategy 1.1 Upgrade the national network connecting key regional centres to export gateways, including Princes Highway West, Calder Freeway, Western Highway and Princes Highway East. [6.4.2.1]

Strategy 1.2 Upgrade regional freight networks consistent with industry drivers and supply chain trends [6.4.2.3][RGP]

12.08 PORTS

12.08-S-01 Ports
State Policy VC## dd/mm/yyyy

Objectives and strategies

Objective 1 Support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels. [18.03-1p2]

Strategy 1.1 Provide for the ongoing development of ports in accordance with approved Port Development Strategies. [18.03-1p3]

Strategy 1.2 Plan for an increase in container capacity at the Port of Melbourne. [3.6.1.1]

Strategy 1.3 Plan the Port of Hastings to supplement the capacity of the Port of Melbourne from the mid-2020s. [3.6.1.2, 18.03-1p6]

Strategy 1.4 Minimise the impact of vibration, light spill, noise and air emissions from commercial trading port activities and any related industrial development on nearby sensitive uses. [18.03-1p5]

Guidelines for decision makers

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines. [Update]

Strategic planning guidelines

Strategic planning should:

1. Identify and protect key transport corridors linking ports to the broader transport network. [18.03-1p4]

12.09 AIRPORTS, AIRBASES AND AIRFIELDS**12.09-S-01 Airports and airfields****State Policy**

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen the economic, defence and social roles of Victoria's airports, airbases and airfields within the State's economic and transport infrastructure and protect their ongoing operations. [18.04-2p1]

Strategy 1.1 Facilitate the development of new and existing airports and airfields. [Update]

Strategy 1.2 Support activities that complement the tourism, transport and logistics roles role of an airport and enable the operator to develop the airport to be efficient, functional and contributes to the aviation needs of the State. [18.04-2p4]

Strategy 1.3 Plan for associated businesses that depend on or gain significant economic advantage from proximity to an airport, airbase or airfield. [Update]

Strategy 1.4 Provide good, well-integrated connections to the land-based transport networks required to serve airports and airfields. [Update]

Objective 2 To safeguard airports and aviation operations. [Update]

Strategy 2.1 Protect the safety, efficiency and operational integrity of airports. [3.6.3.2]

Strategy 2.2 Plan airports as an integral part of local and regional land use and transport planning. [3.6.3.2]

Strategy 2.3 Balance and protect both airport/aviation operations and community safety and amenity expectations. [3.6.3.2]

Strategy 2.4 Protect operational airspace around airports in the interests of both aviation and community safety. [3.6.3.2]

Strategy 2.5 Manage the adverse impacts of aircraft noise. [3.6.3.2]

Strategy 2.6 Use land use-buffers to protect airports from incompatible land uses and development. [Update]

Objective 3 To plan for and strengthen the roles of Melbourne Airport and Avalon Airport as Victoria's major airports serving both international and domestic passenger and freight. [Update]

Strategy 3.1 Protect the curfew free status of Melbourne Airport and Avalon Airport [18.04-1p5]

Strategy 3.2 Support the effective and competitive operation of Melbourne Airport and Avalon Airport at both national and international levels. [18.04-1p2]

Strategy 3.3 Avoid use or development that would prejudice the ultimate development of Melbourne Airport and Avalon Airport. The ultimate development of an airport is expressed in the current airport master plan approved by the Commonwealth Government. [18.04-1p3]

Particular provisions

1. Clause 52.15 – Heliport

Guidelines for decision makers

Guidelines:

1. Where land is affected by aircraft flight paths or the prescribed airspace associated with an airport, airbase or airfield, the visual amenity and impact of any use or development of should be consistent with the status of the airport, airbase or airfield. [Update]

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Consider as relevant:

1. Melbourne Airport Master Plan (Australia Pacific Airports (Melbourne) Pty Ltd, 2008). [18.04-1p7]
2. Melbourne Airport Strategy (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated Final Environmental Impact Statement in relation to planning decisions affecting land in the vicinity of the Melbourne Airport. [18.04-1p8]
3. Avalon Airport Strategy (Department of Business and Employment/AeroSpace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts. [18.04-2p11]
4. Avalon Airport Master Plan (2001).

Strategic planning guidelines

Strategic planning should:

1. Identify and protect appropriate land-use buffers. [18.04-2p3part]
2. Provide for businesses that support airport operations. [18.04-2p3part]
3. Plan land in the environs of airports, airbases and to be compatible with airport operations and provide reasonable amenity expectations.

Background documents

National Airports Safeguarding Framework (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012).

Victoria – The Freight State: The Victorian Freight and Logistics Plan (State Government of Victoria, 2013)

Australian Standard 2021-2000: Acoustics—Aircraft noise intrusion—Building siting and construction - AS2021-2000 (Standards Australia, 2000)

12.09-RV-01

Airports and airfields

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen the role of airports and airfields as focal points within the State's economic and transport infrastructure. [18.04-3p1]

Strategy 1.1 Recognise the location of airports and airfields, existing and potential development nearby, and the land-based transport system required to serve them as an integrated operation. [18.04-3p3]

Strategy 1.2 Avoid the development of new airports or airfields in areas which have greater long-term value to the community for other purposes. [18.04-3p2]

Guidelines for decision makers

Guidelines:

1. Consider the detrimental effects of aircraft operations (such as noise) in regulating and restricting the use and development of affected land. [18.04-3p5][18.04-3p7]
2. The visual amenity and impact of any use or development of land on the approaches to an airfield should be consistent with the status of the airfield. [18.04-3p4]
3. Use or development which could prejudice the safety or efficiency of an airfield should be precluded from area around the airfield. [18.04-3p5][18.04-3p6]
4. Use or development which could prejudice future extensions to an existing airfield or aeronautical operations in accordance with an approved strategy or master plan for that airfield should be avoided. [18.04-3p5][18.04-3p8]

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13 INFRASTRUCTURE

13.01 ELECTRICITY GENERATION AND DISTRIBUTION

13.01-S-01 Electricity generation and distribution

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To support the development and expansion of energy supply infrastructure and energy facilities across Victoria. [RGP]

Strategy 1.1 Facilitate the development of energy facilities where they take advantage of existing infrastructure and provide benefits to the regional community. [RGP]

Strategy 1.2 Facilitate renewable energy development in appropriate locations. [19.01-1p2]

Strategy 1.3 Recognise that economically viable wind energy facilities require locations with consistently strong winds over the year. [19.01-1p6]

Objective 2 To support local electricity generation. [New]

Strategy 2.1 Support cogeneration and trigeneration plants. [New]

Strategy 2.2 Support renewal and sustainable energy generation. [New]

Objective 3 To support economic growth. [RGP]

Strategy 3.1 Support the strategic upgrade of power supplies in rural areas to promote economic growth. [RGP]

Strategy 3.2 Support co-location of allied and non-sensitive industries on or close to waste and energy precincts. [5.8.1.3]

Objective 4 To ensure a safe, cost effective electricity distribution network that minimises its impact on urban landscapes. [New]

Strategy 4.1 Protect energy infrastructure against competing and incompatible uses. [19.01-1p3]

Strategy 4.2 Provide appropriate infrastructure to meet community demand for energy services. [19.01-1p4]

Strategy 4.3 Provide land for future energy infrastructure. [19.01-1p4]

Strategy 4.4 Support the cost-effective development of the high voltage transmission and distribution network and substations. [New]

Strategy 4.5 Minimise the adverse impact of electricity easements on neighbourhoods and provide for the positive use of easements where appropriate. [New]

Strategy 4.6 Minimise the impact of the local distribution network on streetscapes and urban vegetation. [New]

Particular provisions

1. Clause 52.32 – Wind Energy Facility
2. Clause 52.42 – Renewable Energy Facility (Other than wind Energy Facility and geothermal energy extraction).

Guidelines for decision makers

Guidelines:

1. Balance the economic and environmental benefits to the broader community of renewable energy generation with the need to minimise the effects of a proposal on the local community and environment. [19.01-1p5]

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Consider as relevant: [19.01-1p7]

1. State environment protection policy (Air Quality Management) (Environment Protection Authority, 2001 - Publication S40) [Update]
2. Policy and planning guidelines for Development of Wind Energy Facilities in Victoria (Department of Planning and Community Development, 2012). [19.01-1p8]
- 3.

13.01-gnut-01 Electricity generation and distribution

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

13.02 WHOLE OF WATER CYCLE MANAGEMENT

13.02-S-01 Whole of water cycle management

State Policy

VC## dd/mm/yyyy

Traditionally the elements of the water cycle have been planned separately: water supply, wastewater–sanitation, stormwater and rainwater, waterway management, groundwater, and greening our suburbs and managing our parks. A fragmented approach to planning the water cycle does not allow the interactions within the connected system to be fully considered.

Objectives and strategies

Objective 1 To manage water resources in Melbourne and Victoria’s regional cities and towns in an integrated way to:

- decrease pressures on potable supplies and water infrastructure,
- protect public health,
- secure water supplies into the future in an efficient and sustainable way,
- protect the environmental health of urban waterways and bays, and
- support liveable and sustainable communities.

Strategy 1.1 Prepare whole of water cycle plans for sub-regions, cities and towns that:

- a) provide secure water supplies in an efficient and sustainable way
- b) reduce potable water demand and wastewater discharges
- c) enable action to achieve whole of water cycle management objectives to be taken at the level (site, local area or catchment) where this is likely to be most cost effective
- d) provide for the local infiltration and reuse of stormwater to help in sustaining local vegetation and contribute to urban liveability.

Strategy 1.2 Require whole of water cycle management approaches in the development of new urban areas and green spaces wherever this is cost effective.

Strategy 1.3 Facilitate the use of alternative water sources such as rainwater tanks, stormwater and recycled water by governments, developers and households. [14.02-3p2]

Strategy 1.4 Facilitate the re-use of wastewater including urban run-off, treated sewage effluent and run-off from irrigated farmland. [19.03-2p8]

Strategy 1.5 Design developments to manage stormwater to:

- a) protect and enhance natural water systems [19.03-3p6]
- b) integrate stormwater treatment into the landscape [19.03-3p7]
- c) protect water quality [19.03-3p8]
- d) reduce run-of and peak flows [19.03-3p9]

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- e) minimise drainage and infrastructure costs [19.03-3p10]
- Strategy 1.6 Protect the environment of waterways and bays by:
- reducing the imperious areas directly connected to waterways and ensuring that all subdivisions meet stormwater runoff standards so as to improve the quality of runoff entering waterways and reduce peak stormwater flows to as close as practical to pre-development levels [11.05-5p10 edited]
 - ensuring stormwater and groundwater entering wetlands do not have a detrimental effect on wetlands and estuaries [19.03-3p4]
 - supporting integrated management of stormwater quality through a mix of on-site measures and development contribution [19.03-3p2]
 - mitigating stormwater pollution from construction sites. [19.03-3p3]
- Strategy 1.7 Provide sewerage services that efficiently and effectively meet state and community needs and protect the environment including by:
- providing for sewerage at the time of subdivision, or ensuring that lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot. [19.03-2p1part]
- Strategy 1.8 Protect areas with potential to recycle water for forestry, agriculture or other uses that can use recycled water of an appropriate quality. [14.02.3p4]

Guideline for decision makers

Consider as relevant:

- Any relevant approved whole of water cycle plan or strategy.
- Guidelines for Environmental Management: Code of Practice – Onsite Wastewater Management (Publication 891.3(Environment Protection Authority, 2013) . [19.03-2p15]
- State Environment Protection Policy (Waters of Victoria) (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905). [19.03-2p10]
- Urban Stormwater Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999). [19.03-2p14]
- Victorian Litter Strategy 2012-14 (Environment Protection Authority, 2013) [19.03-2p11]
- Any relevant Environment Protection Authority guidelines or protocols. [19.03-2p12]

Strategic Planning Guidelines

Strategic planning should:

- Consider adjacent municipalities and take into account the catchment context. [19.03-2p5]
- Plan urban stormwater drainage systems to: [19.03-2p4]
 - Include measures to reduce peak flows and assist screening, filtering and treatment of stormwater, to enhance flood protection and minimise impacts on water quality in receiving waters. [19.03-2p6]
 - Prevent, where practicable, the intrusion of litter. [19.03-2p7]

Background documents

Victorian Litter Strategy 2012-2014 (Sustainability Victoria, 2013) [19.03-2p13]

Melbourne's Water Future (Office of Living Victoria, 2013)

State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905). [19.03-2p10]

13.03 TELECOMMUNICATIONS

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13.03-S-01

Telecommunications**State Policy**

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To ensure that modern telecommunications facilities are widely accessible to business, industry and the community. [19.03-4p3]

Strategy 1.1 Facilitate the development and upgrading and maintenance of telecommunications facilities to meet the communications technology needs of business, domestic, entertainment and community services. [19.03-4p2, 19.03-4p4]

Strategy 1.2 Facilitate the improvement of regional telecommunications infrastructure. [RGP]

Strategy 1.3 Support the deployment of broadband telecommunications services. [19.03-4p6]

Strategy 1.4 Support access to transport and other public corridors for the deployment of broadband networks. [19.03-4p8]

Particular provisions

1. Clause 52.19 – Telecommunications Facility

Guidelines for decision makers

Guidelines:

1. Balance the provision of telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure. [19.03-4p9]
2. The design and placement of telecommunications infrastructure should have regard to national implications of a telecommunications network and the need for consistency in infrastructure. [19.03-4p10]
3. The design and placement of telecommunications infrastructure should minimise visual intrusion. [New]

Consider as relevant: [19.03-4p11]

1. A Code of Practice for Telecommunications Facilities in Victoria (Department of Sustainability and Environment, 2004). [19.03-4p12]

Strategic planning guidelines

Strategic planning should:

1. Planning schemes must not prohibit the use of land for a telecommunications facility in any zone. [19.03-4p5]

13.03-gnut-01

Telecommunications**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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13.04**WASTE AND RESOURCE RECOVERY**

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
VERSION FOR PUBLIC COMMENT

13.04-S-01

Waste and resource recovery

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To reduce damage to the environment caused by waste, pollution, land degradation and unsustainable waste practices. [19.03-5p1]

- Strategy 1.1 Plan a statewide network of waste and resource recovery facilities infrastructure that:
- is cost effective,
 - meets diverse needs,
 - is capable of moving waste materials to where the highest economic value can be achieved, and
 - minimises the environmental and public health impacts. [Update]
- Strategy 1.2 Protect planned and existing waste management and resource recovery facilities from the encroachment or intensification of sensitive uses. [5.8.1]
- Strategy 1.3 Provide sufficient waste management and resource recovery facilities to promote re-use, recycling, reprocessing and resource recovery and enable technologies that increase recovery and treatment of resources to produce energy and marketable end products. [19.03-5p4]
- Strategy 1.4 Facilitate new sites and facilities to safely and sustainably manage all waste and maximise opportunities for resource recovery. [19.03-5p2]
- Strategy 1.5 Support waste generators and resource generators and resource recovery businesses to locate in close proximity to enhance sustainability and economies of scale. [19.03-5p5]
- Strategy 1.6 Support the rehabilitation of closed landfills to minimise their environmental and health risks and facilitate the efficient use of land. [Update]

Particular provisions

- Clause 52.45 – Resource Recovery

Guidelines for decision makers

Guidelines:

- Development should provide sufficient waste and recycling collection facilities in medium and high density residential development and mixed use development to allow for separation of recyclables and weekly collection of waste. [UPDATE]
- Waste disposal and resource recovery facilities should be sited and managed in accordance with the *Waste Management Policy (Siting, Design and Management of Landfills)* (EPA, 2004). [19.03-5p7]

Consider as relevant:

- Environment Protection (Industrial Waste Resource) Regulations 2009. [19.03-5p11]
- Best Practice Environmental Management Guidelines (Siting, Design Operation and Rehabilitation of Landfills) (Environmental Protection Authority, 2010). [19.03-5p12]
- Environmental Guidelines for Composting and other Organic Recycling Facilities (Environmental Protection Authority, 1996). [19.03-5p16]
- Separation distances for large composting facilities (EPA Victoria, 2012) [Update]
- Any relevant regional waste management plans. [19.03-5p13]

Strategic planning guidelines

Strategic planning should:

- Identify protect and maintain separation distances for waste and resource recovery facilities. [19.03-5p6]

Background documents

Getting full value: the Victorian Waste and Resource Recovery Policy (Department of Environment and Primary Industries, 2013) [Update]

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
VERSION FOR PUBLIC COMMENT

Waste Management Policy (Siting, Design and Management of Landfills) (Environmental Protection Authority, 2010 – publication 788.1) [19.03-5p10]

Metropolitan Waste and Resource Recovery Strategic Plan (Sustainability Victoria, 2009). [19.03-5p14]

Victorian Litter Strategy 2012-2014 (Sustainability Victoria, 2013). [19.03-5p15]

13.05 PIPELINE INFRASTRUCTURE

13.05-S-01 Pipeline infrastructure

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To ensure that gas, oil and other substances are safely delivered to users and to and from port terminals at minimal risk to people, other critical infrastructure and the environment. [19.03-6p1]

Strategy 1.1 Protect existing transmission-pressure gas pipelines from encroachment by residential development or other sensitive land uses, unless suitable mitigation measures are provided. [19.03-6p2part]

Strategy 1.2 Provide for environmental management during construction and on-going operation of pipelines. [19.03-6p4]

Guidelines for decision makers

Consider as relevant:

1. Pipelines Act 2005

Strategic planning guidelines

Strategic planning should:

1. Recognise existing transmission-pressure gas pipelines in planning schemes and other documents such as structure plans and framework plans. [19.03-6p2part]
2. Plan new pipelines along routes with adequate buffers to residences, zoned residential land and other sensitive land uses and with minimal impacts on waterways, wetlands, flora and fauna, erosion prone areas and other environmentally sensitive sites. [19.03-6p3]

13.05-gnut-01 Pipeline infrastructure

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

13.06 SURVEY INFRASTRUCTURE

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
 VERSION FOR PUBLIC COMMENT

13.06-S-01

Survey infrastructure**State Policy**

VC## dd/mm/yyyy

Survey marks support infrastructure projects, land development, survey, mapping and geographical information systems. [\[New\]](#)

Objectives and strategies

Objective 1 To protect geodetic sites (survey marks). [\[19.03-7p1\]](#)

Strategy 1.1 Protect survey marks established by the Office of the Surveyor-General. [\[19.03-7p2\]](#)

13.06-gnut-01

Survey infrastructure**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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Proposed Planning Policy Framework

Latrobe City Council - Response

Comments

Thank you for the opportunity to provide comments on the proposed Planning Policy Framework, Integration Version, March 2014. Council appreciates the opportunity to provide input into this project.

Please find Council's comments below in relation to the proposed Planning Policy Framework.

If you would like more information regarding this response please contact Joel Templar, Coordinator Statutory Planning
Tel: (03) 5128 6184
joel.templar@latrobe.vic.gov.au

Positives:

- Removal of Metro Melbourne content to make the Scheme more relevant to Regional areas;
- More robust strategic justification when local policy differs to state policy. Rules of Entry clearly state that it needs to be adopted policies – Council Resolutions are not adequate;
- Support location for Local Visions - 03.10
- Support 03.02-S-01 – Infrastructure/DCP's and look forward to further information from the Advisory Committee;
- The new format is easy to follow and logically includes other relevant sections of the Scheme, provides clarity for the general public and an easy find for all the relevant policies to consider
- It will be easy to incorporate our existing LPPF into this document.

Concerns:

- Recognition of Latrobe City as a Regional City needs to be highlighted more prominently (the network of Regional Cities gets more focus) – See – Map in 03.01-S-03. The hierarchy is not clear and should be delineated more clearly.
- Break up and 'weakening' (perceived or otherwise) of Local Policy to retro fit new PPF i.e Healthy Urban Design Guidelines – fit neatly in Clause 21.08 – Liveability; would now have to be broken up to fit walking, cycling etc.
- Makes the PPF longer – not shorter due to repetition of policy intent in different sections.
- Coal Section 09.04-R03-01 is light on detail and relates to very old documents 1988/1987. This is an opportunity for Minister to update this work (we understand the new Coal Strategy is awaiting Ministerial approval). This section has a significant regional impact, potential for strong regional policy to inform all Gippsland Councils – and may not need in Local sections. It is a significant section



- for Gippsland. Currently Local Policy references Gippsland's Coalfields Policy Area – which is not being translated into the Regional Policy section.
- When there is a lack of policy, regional councils are required to refer the *State Planning Policy Framework*. It is because of this we see a need to ensure that the clear direction is provided to councils within major regional cities to ensure any unintended policy outcomes are avoided.
 - Not all sections have allowed inclusion of local policy. i.e. sections 11 Open Space and 12.02 Walking networks. All sections should allow for the inclusion of local policy.
 - Metropolitan standards (such as Infrastructure and density) should not be applied in regional areas;
 - Infrastructure area needs more emphasis relating to upgrading existing infrastructure in order to accommodate projected growth.

Questions:

- Transition period to the new look Schemes; What is planned to roll this out? What is the recommended transition period?
- Latrobe is currently just beginning our Planning Scheme Review – with planned completion in December 2014. How will the PPF review affect current Planning Scheme Reviews?
- Due to resource restraints – can Latrobe City Council receive assistance (Flying Squad; Advisory Committee?) to implement? Otherwise other important strategic work will be further delayed.
- The Latrobe Scheme still has coastal content related to the region – but not Latrobe City; How does that sit with the Thematic Diagrams in 01.03-S-01? Doesn't seem to fit/inconsistency with intent. Is it possible to remove for example coastal acid sulphate soils from the Latrobe Scheme?
- Why is there no reference to Health and Wellbeing in the new format? This is already referenced in our existing MSS (clause 21.08 – Liveability) and the absence of such a section has resulted in our existing clause 21.08 statements being scattered throughout the new format, rather than grouped.
- There is an opportunity to include the Particular Provision Clause 52.10 under 05.06 – Noise. Noise can be considered an amenity issue and some uses fall under the particular provision as listed in the zones.



Our Ref: 1041986
Your Ref:
CW:DD

5 December 2013

Plan Melbourne
Department of Transport, Planning and
Local Infrastructure
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Melbourne VIC 3001

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Dear Sir / Madam

**LATROBE CITY COUNCIL SUBMISSION TO PLAN MELBOURNE –
METROPOLITAN PLANNING STRATEGY**

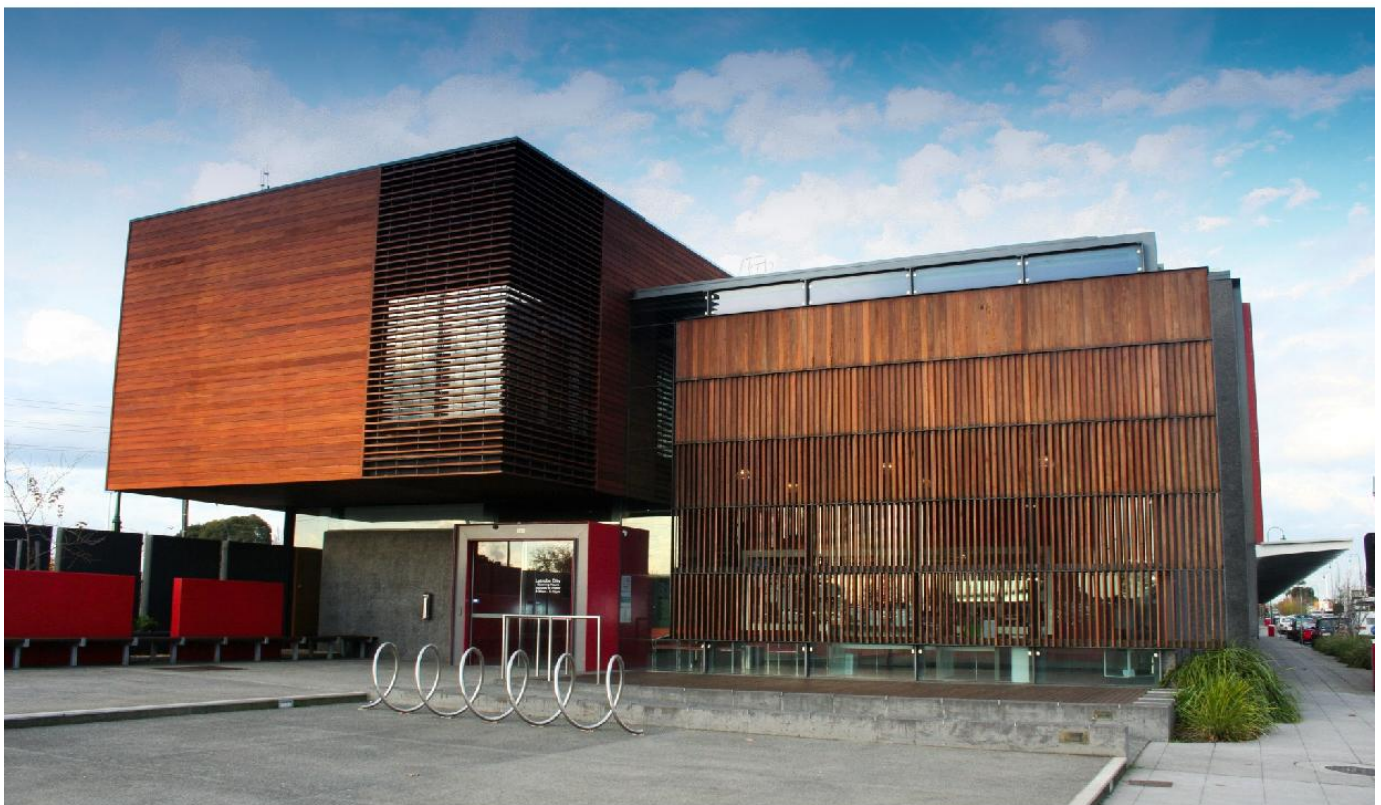
Latrobe City Council appreciates the opportunity to provide comment to Plan Melbourne – Metropolitan Planning Strategy. Please find enclosed a copy of our submission which was endorsed by Council at the 2 December 2013 Ordinary Council Meeting.

If you require further information please contact Danielle Douglas on 5128 5462 or danielle.douglas@latrobe.vic.gov.au.

Yours sincerely

CHRIS WIGHTMAN
Manager Future Planning

Latrobe City Council Submission to *Plan Melbourne – Metropolitan Planning Strategy*



December 2013



Submission to Plan Melbourne
Metropolitan Planning Strategy
December 2013

Introduction

Latrobe City Council recognises and appreciates the integration of previous comments contained in its March 2013 submission to *Melbourne – Let's Talk about the Future*. We again appreciate the opportunity to provide comment to *Plan Melbourne – Metropolitan Planning Strategy (the Strategy)*.

Latrobe Regional City is eastern Victoria's employment hub and Gippsland's regional capital. The City is currently going through a period of population growth with projections suggesting that the growth will continue in the longer term. In response to these population projections, the Minister for Planning has recently rezoned approximately 800 ha of residential land within the four main towns of Latrobe Regional City. The directions and initiatives set out in *the Strategy* will be instrumental in ensuring that Latrobe Regional City is acknowledged as being well placed to capture and provide liveable communities for the current and forecasted growth in both the economy and population in the Metropolitan area and Latrobe Regional City.

In this context, Council strongly supports the vision of *the Strategy*, in particular the State of Cities model which will result in improved social, employment and infrastructure linkages between regional and metropolitan Victoria. We are pleased that the objectives of *the Strategy* align with those of our Council Plan 2013 – 17, including the provision of the best possible facilities, services, advocacy and leadership for Latrobe Regional City, one of Victoria's four major regional cities.

Council also considers that the vision of *the Strategy* could be further enhanced through stronger reference to the role of Latrobe Regional City in the future growth and prosperity for Victoria. The following themes in particular would benefit from further consideration as part of *the Strategy*:

- I. Latrobe Regional City – National Employment Cluster
- II. Latrobe Regional City – Ready for Population Growth
- III. Latrobe Regional City – Enhancing Existing Partnerships

I. Latrobe Regional City – National Employment Cluster

Initiative 1.5.1 of the Strategy recognises the desire to facilitate the development of National Employment Clusters and identifies six existing/emerging clusters within the Metropolitan area. This direction is further reinforced through *Initiative 1.6.2* which aims to identify new development and investment opportunities along the planned transport network. *Map 2 of the Strategy* visually represents these complementary outcomes as an 'Integrated Economic Triangle' with an identified delivery timeframe of 2050.

Council supports the principles highlighted within these initiatives, however considers that the focus of *the Strategy* only on National Employment Clusters and associated development within the metropolitan area results in the potential for lost opportunities for



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growth and economic prosperity on a state-wide basis. This is particularly the case in relation to Latrobe Regional City.

Latrobe Regional City is recognised as one of Victoria's four major regional centres, along with Ballarat, Bendigo and Geelong, and is Victoria's centre for power generation and allied mining and manufacturing industries. Latrobe Regional City is also Gippsland's centre for education and training, retail, business and government services. It is the largest employment hub in Eastern Victoria and with the highest Gross Regional Product (GRP) per capita compared to other Victorian regional cities estimated at approximately \$4.5 billion, and with an annual business turnover estimated at \$10.3 billion, the City makes a significant contribution to the Victorian economy. Employment growth in Latrobe Regional City is strong, and in recent years this growth has exceeded that in other major regional cities.

In addition to Latrobe Regional City's traditional industrial base of mining and associated power generation, a number of alternative industries have emerged including manufacturing, construction, healthcare and retail. The strength of the healthcare and retail sectors reflects Latrobe Regional City's role as Eastern Victoria's regional service centre. The Health Care and Social Assistance sector employs over 3,400 people while the Retail sector provides over 3,000 jobs.

Major projects worth more than \$2 billion are underway or slated for Latrobe Regional City. This includes approximately \$3.7 billion in private investment in new manufacturing, energy generation and logistics developments including and \$112 million in public investment for key strategic projects that will enable strong economic development in the region such as the Gippsland Logistic Precinct (\$10 million funding sought with a total project cost of \$20 million) and Latrobe Regional Airport upgrade and GippsAero facility (\$31 million).

Latrobe Regional City also has a number of established partnerships and a proven track record to deliver positive outcomes for the benefit of Gippsland and Victoria. Examples of this include the work associated with the *Latrobe Valley Industry and Employment Roadmap*; *CarbonNet*; *Clean Coal Victoria (CCV)*; and the *Gippsland Centre for Sustainable Industries (GCSI)*.

The opportunity therefore exists for *the Strategy* to deliver jobs and investment on a scale that extends beyond the Metropolitan boundary. This outcome is complementary to the overall vision of *the Strategy* and all of its key themes/initiatives. In particular, continued population and economic growth of Latrobe Regional City is critical to the success of enhanced facilities at the Port of Hastings and the viability of a third airport to the South East of Melbourne.

Both *the Strategy* and *Victoria – The Freight State* identify the potential for a new rail link between Gippsland and the Port of Hastings. Rail connectivity between Gippsland and the Port of Hastings will allow for low-emission, cost-effective export of brown coal and other derivatives, and as well as other bulk and containerised products. This will provide a strong base for further economic development within the region and across Victoria,



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including the development of the planned Gippsland Logistic Precinct. A number of international investors have indicated that connectivity to the Port is a key infrastructure gap which is negatively impacting on long-term investment decisions in the Gippsland region. Thus, there is a real need for the Victorian Government to work in unison with Latrobe City Council to commence planning for this future link.

We therefore recommend that Latrobe Regional City be recognised as a National Employment Cluster within *the Strategy* and that appropriate reference is provided to support this outcome throughout *the Strategy*.

II. Latrobe Regional City – Ready for Population Growth

The Victorian Government has been providing ongoing support for the growth and development of Latrobe Regional City. A total of 800ha of land was recently rezoned (2011-2012) for residential growth. In addition, Council is currently undertaking strategic land use planning work (e.g. *Traralgon Growth Areas Review*) which is intended to provide a growth strategy that identifies additional areas for urban development (housing, retail, commercial and industrial). A *Housing Strategy* and *Planning Scheme Review* are currently being developed to implement the reformed residential zones, amongst other changes, which will also assist delivery of key themes and initiatives within *the Strategy*.

Latrobe City Council has developed a strong working partnership with the Growth Areas Authority (GAA), now the Metropolitan Planning Authority (MPA). The GAA has provided assistance to Latrobe City Council through access to their resources and expertise to aid in the preparation of precinct structure plans for Latrobe City's growth areas. A project of note is the Lake Narracan Precinct Structure Plan, which evolved out of the *Latrobe Valley Industry and Employment Roadmap*. The Lake Narracan precinct has been identified as a priority growth area, with an area of over 600ha and affords Latrobe Regional City the capacity to offer alternative lifestyle choices which will have less crowded, lower density housing options.

Opportunity also exists for Latrobe Regional City to expand its supply of services and industries to *the Strategy's* expanding peri-urban areas of Warragul and Drouin, which would further ease the burden of population growth on the Metropolitan area.

Initiative 6.2.2 of the Strategy states that in reviewing regional city growth opportunities, the Victorian Government: "...will implement metropolitan type development strategies to optimise their growth potential." Latrobe City Council supports this initiative as it will provide clear policy direction for regional councils, however, Council seeks clarification of the timing and nature of assistance to prepare such a strategy, noting that a similar statement is contained within Gippsland's *draft Regional Growth Plan (GRGP)* to develop a strategy that identifies Latrobe Regional City as a 'single urban system'.

In summary, Latrobe Regional City is ready for growth and Council supports the strategic direction set out in *the Strategy*. We look forward to working further with the Victorian Government to achieve balanced population growth objectives.



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III. Implementation – Enhancing Existing Partnerships

Latrobe City Council actively builds and maintains partnerships with other municipalities, the Victorian Government, industry and community stakeholders. These partnerships ensure a higher quality outcome than what could have been achieved working individually and have been central in assisting Council to identify and facilitate projects within Latrobe Regional City that are vital to the long-term direction of the City. Examples of successful partnerships include:

- *Regional Cities Victoria (RCV):*

Working closely with the Victorian Government, the *Regional Cities Growth Framework* was released by RCV in July 2013 and is designed to support the *Plan Melbourne – Metropolitan Planning Strategy* and Victoria's *Regional Growth Plans*. The *Framework* defines the role of Victoria's regional cities within the notion of a *state of cities* and provides a reference document to which regional cities can use to assist in planning for future growth and development and help identify where to prioritise investment for services and infrastructure.

- *The Latrobe Valley Industry and Employment Roadmap:*

On 11 July 2012, the State Government released *The Latrobe Valley Industry and Employment Roadmap* which addressed the challenges facing the Latrobe Valley economy in transitioning to a Low Carbon Future. The *Roadmap* partnership consisted of a Joint Ministerial Forum which included the Minister for Regional and Rural Development and the Federal Minister for Regional Australia, a Mayoral Reference Group and the Latrobe Valley Transition Committee which included representatives from all levels of Government, and representatives from local industry, education providers and services. The *Roadmap* identified a number of long-term strategies designed to diversify the Latrobe Valley economy and position Latrobe Regional City favourably to capture a significant portion of Victoria's projected population growth.

- *The future of coal and the Gippsland Centre for Sustainable Industries:*

Latrobe Regional City is home to the world's largest single deposit of brown coal, covering an area of approximately 50 square kilometres, and is Victoria's largest natural resource asset. The City's power generation sector currently supplies close to 85% of Victoria's electricity and is a significant contributor to Victoria's economic value. As mentioned above, Latrobe City Council strongly believes it is the host of a National Employment Cluster, given the scale of the industry in the region. While it is expected that some coal-fired power generation plants will close, Victoria in the medium-term will still retain the need for the large-scale reliable power generation provided by our coal-fired plants.

All tiers of government recognise the crucial need to invest in innovation and technology into Latrobe Valley's brown coal resource if we are to ensure that Victoria's electricity



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supply is maintained and the future of Latrobe Regional City is secured. This need has led to two initiatives in the region: The *CarbonNet Project (CarbonNet)*, a research project which is investigating the potential for establishing a world class, large-scale carbon capture and storage network in the Latrobe Valley and is managed by the Victorian Department of Primary Industries. The second, *Clean Coal Victoria (CCV)*, is a body established by the Victorian Government and was created to provide strategic planning on behalf of the government and develop expertise to ensure the future development of the state's coal resources.

In addition to *CarbonNet and CCV*, a third initiative has been created in the form of the *Gippsland Centre for Sustainable Industries (GCSI)*, based at Monash (Federation) University's Gippsland precinct in Latrobe Regional City. *GCSI* is working to equip Latrobe Regional City and the surrounding region to meet the challenges faced in the wake of Australia's transition to a low-carbon economy. The *GCSI* will allow researchers to work directly with the industry which will enhance Latrobe Regional City's coal economic strength and capability while the City transitions to a low-carbon economy. This approach depends on working in partnership with business, industry, government and community to embrace the potential of sustainability – and the research, innovation and education that underpin it – an approach Latrobe City Council strongly supports.

Together, these initiatives are helping to realise the opportunities afforded to Latrobe Regional City for continued coal-power generation based on low-emissions technology and will have every potential to enhance and capitalise on Latrobe Regional City's National Employment Cluster.

Latrobe City Council strongly supports the visions of the *Plan Melbourne – Metropolitan Planning Strategy* and already has the framework and strategies in place to work in partnership with the Victorian Government to directly respond to a number of Objectives highlighted in *the Strategy* to the benefit of Victoria, Metropolitan Melbourne and Latrobe Regional City.

Given that Latrobe Regional City is itself a polycentric city working within a single urban network, Council strongly supports the State of Cities model and believes that the success of integrated transport and land use planning between Victoria's Regional Cities and Metropolitan Melbourne will depend greatly on the integration between *the Strategy* and the *Regional Growth Plans*.

The reliance on *Regional Growth Plans* to implement *the Strategy's* regional vision must be considered. At present, there is an apparent disconnect between the policy focus of *the Strategy* and Gippsland's *draft Regional Growth Plan (GRGP)*. *The Strategy* refers often to the *Regional Growth Plans* for direction for Regional Victoria, however the current draft *GRGP* does not deliver this directly. As a result, the focus of the *draft GRGP* is not considered to be fully reflected in *the Strategy*. We refer to the development of the *Gippsland Logistics Precinct* as an example. The *Precinct* has been flagged as a major project to be developed in both the *Gippsland Regional Plan 2010* and the *draft Gippsland Integrated Land Use Plan draft Issues Paper*, both of which the *GRGP* refers to.



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The density of dwellings in growth areas is noted in *the Strategy* to be at an average of 18 dwellings per hectare; however the draft *GRGP* makes no reference to this and instead refers to a lower density trend currently present in Gippsland at an average of 10 dwellings per hectare. Also, *Initiative 2.4.1* refers to the extension of the new VicSmart system to multi-unit developments. It is unclear as to whether this will be applied to regional areas also. When there is a lack of policy, regional councils are required to refer the *State Planning Policy Framework*. It is because of this we see a need to ensure that the clear direction is provided to councils within major regional cities to ensure any unintended policy outcomes are avoided.

Latrobe City Council seeks clarification from the Victorian Government regarding the regional role and functions of the newly-formed Metropolitan Planning Authority (MPA): it is currently unclear if the MPA will be providing assistance to regional councils' forward planning regarding *the Strategy* and *RGP's* or whether another authority will be formed specifically for Regional Victoria. In addition, Council seeks clarification of the development of a monitoring framework to assess the implementation of *the Strategy's* Initiatives. At present it is unclear whether this monitoring framework includes regional areas as there is no scope within the current draft *GRGP* to monitor this.

Latrobe City Council looks forward to further developing its partnership with the State Government, in particular the *Metropolitan Planning Authority*, to begin working towards "...shifting the focus of planners from a regulatory mindset under the current system to a facilitative mindset that encourages development consistent with the Directions of the *Strategy* and *Regional Growth Plans*."

Conclusion

Latrobe City Council strongly supports the visions of *the Strategy*, in particular the State of Cities model which will result in improved social, employment and infrastructure linkages between regional and metropolitan Victoria. Our submission has concentrated on three themes from the perspective of Latrobe Regional City:

- I. Latrobe Regional City – National Employment Cluster
- II. Latrobe Regional City – Ready for Population Growth
- III. Latrobe Regional City – Enhancing Existing Partnerships

We are unwavering in our position that the Victorian Government should recognise the Regional City status of Latrobe Regional City within *the Strategy*. Recognition of Latrobe Regional City's projects and capabilities within *the Strategy*, such the proposed Gippsland Logistics Precinct and the City's status as a National Employment Cluster, will help provide the exposure required to further develop our City. This recognition at a State Government level will not only strengthen Latrobe City Council's cause to promote this great Regional City but will also strengthen Victoria's economic standing.



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Latrobe City Council is looking forward to working in partnership with the Victorian Government to realise the shared vision and goals of the *Plan Melbourne – Metropolitan Planning Strategy* and *Gippsland's Regional Growth Plan*.

**16.3 UPDATE - PROPOSED LANDSCAPING WORKS TO IMPROVE
VISIBILITY OF SIGNAGE AT THE MCDONALDS RESTAURANT
MOE.**

GENERAL MANAGER

Planning and Governance

For Decision

PURPOSE

The purpose of this report is to provide Council with an update concerning the proposed landscape works for the Princes Freeway reserve at the western entrance to Latrobe City and adjacent to the McDonalds Restaurant, Moe.

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 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

Latrobe City Council Plan 2013 – 2017

- *Enhance the quality and sustainability of streetscapes and parks across the municipality through the provision and maintenance of the trees that are appropriate to their surroundings.*
- *Ensure public infrastructure is maintained in accordance with community aspirations.*

Policy - Tree Work Notification Policy 11 POL-4

The purpose of this policy is to detail processes for the notification of significant tree works prior to the works being undertaken. In the event that a tree is not dead, dying or dangerous, a decision on its removal must be deferred to Council.

BACKGROUND

Council has, for some time, been considering a request from McDonalds Australia Limited to improve the visibility of the Moe McDonalds sign for those travelling on the Princes Freeway from Melbourne. Visibility of the restaurant sign is obscured by the height and density of the vegetation located within the VicRoads road reserve which forms part of the western gateway to the municipality.

The landscaping treatment at this site welcomes the visitors and residents to Latrobe City and Moe, and complements the iconic Latrobe City

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

signage that has been installed for this purpose. This Western Gateway project was initiated via the Latrobe Valley Ministerial Taskforce and was co-funded by the Victorian Government and Latrobe City Council (\$100,000 each). This project was a city entry beautification project, with the rationale for the project being to ensure that the western entry into Latrobe City was significantly enhanced.

To address McDonalds concerns, Council at its Ordinary Meeting held on 3 June 2013 resolved;

1. *That Council resolve to allow the removal of trees impacting visibility of the McDonalds Moe sign, with the following conditions:*
 - *No works/removal of trees are undertaken until such time that a detailed landscaping plan is provided to and approved by Council;*
 - *No works/removal of trees are undertaken until such time that a detailed landscaping plan is provided to and approved by the land owner, Vic Roads.*
 - *Upon approval of a landscaping plan, all works are undertaken by a suitably qualified arborist and landscape gardener.*
 - *That all costs associated in relation to above are borne by the franchisee of McDonalds Moe.*

Following subsequent meetings and communications with McDonalds, a further report was presented to the Ordinary Meeting held on 21 October 2013 and Council subsequently resolved:

1. *That Council approve the proposed landscape plan for the triangular shaped median strip between the Princes Freeway and the Moe off ramp, Moe adjacent to the McDonalds restaurant*
2. *That prior to any works commencing on the site, Council authorise the Chief Executive Officer to enter into a written agreement with McDonalds which include Council's expectations for quality of project delivery, required timeframes and levels of community engagement.*
3. *That all affected parties be informed of Council's decision*

A copy of the proposed landscape treatment plan is provided in attachment 1.

ISSUES

Details of the Council resolution adopted on the 21 October 2013 were conveyed to both McDonalds Australia Ltd and VicRoads and a draft Licence Agreement was prepared on this basis. Following protracted discussions between McDonalds and Council, officers finalised a fourth and final version of the Licence Agreement with no objection from VicRoads.

With all parties in general agreement it came to light, in late 2013, that VicRoads has identified the subject triangular parcel of freeway road reserve at the Moe Exit/Entry Moe Princes Freeway Ramp as a potential

Rest Area. Refer attachment 2 for a copy of written advice from VicRoads and a preliminary concept plan for the area. This proposed rest area is to provide a safe off freeway location for bus and truck parking.

This proposed rest area will result in the loss of some of the open grass area and have a slight impact on the Council endorsed landscape treatment works that McDonalds are required to undertake. This impact relates to the proposed garden bed beneath the existing Eucalyptus tree and proposed up lights that will highlight the canopy of the feature tree at the edge of the drain as shown on attachment 1.

Due to the rest area concept, VicRoads does not want to compromise any landscaping works undertaken, in particular the installation of the feature tree up lights mentioned above. Noting that the proposed rest area is only a preliminary concept, with no construction time frame or allocated VicRoads funding, Council officers are of the opinion that to progress this matter will require Council to authorise an amendment to the Council endorsed landscaping treatment plan and remove the requirement to provide up lights of the feature Eucalyptus tree.

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 financial and staff resource implications required to finalise this matter are only expected to be nominal.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Discussions have been conducted with representatives of VicRoads, the current franchisee of the McDonalds restaurant, Moe and a representative of McDonalds, Victoria.

Details of Community Consultation / Results of Engagement:

Council has not engaged in consultation with the wider community in relation to this issue.

OPTIONS

1. That Council authorise the Chief Executive Officer to amend the Council endorsed landscape plan for the triangular shaped median strip between the Princes Freeway and the Moe off ramp, Moe. With an appropriate amendment VicRoads are expected to sign off on the landscaping treatment works and allow McDonalds to commence the identified landscaping works, or
2. Not support an amendment to the Council endorsed landscape plan for the triangular shaped median strip between the Princes Freeway and the Moe off ramp, Moe, adjacent to the McDonalds restaurant. This may result in VicRoads withholding consent to McDonalds undertaking the proposed works on the VicRoads land.

CONCLUSION

Officers have committed considerable time to reach a consensus with McDonalds Australia Limited that achieves an outcome that is supported by both parties. For this project to proceed and obtain VicRoads consent it is considered appropriate that Council authorise the Chief Executive Officer to amend the Council endorsed landscape treatment plan to VicRoads satisfaction.

Attachments

1. Proposed McDonalds Landscape Treatment Plan
2. VicRoads Correspondence & Preliminary Rest Area Concept Plan.

RECOMMENDATION

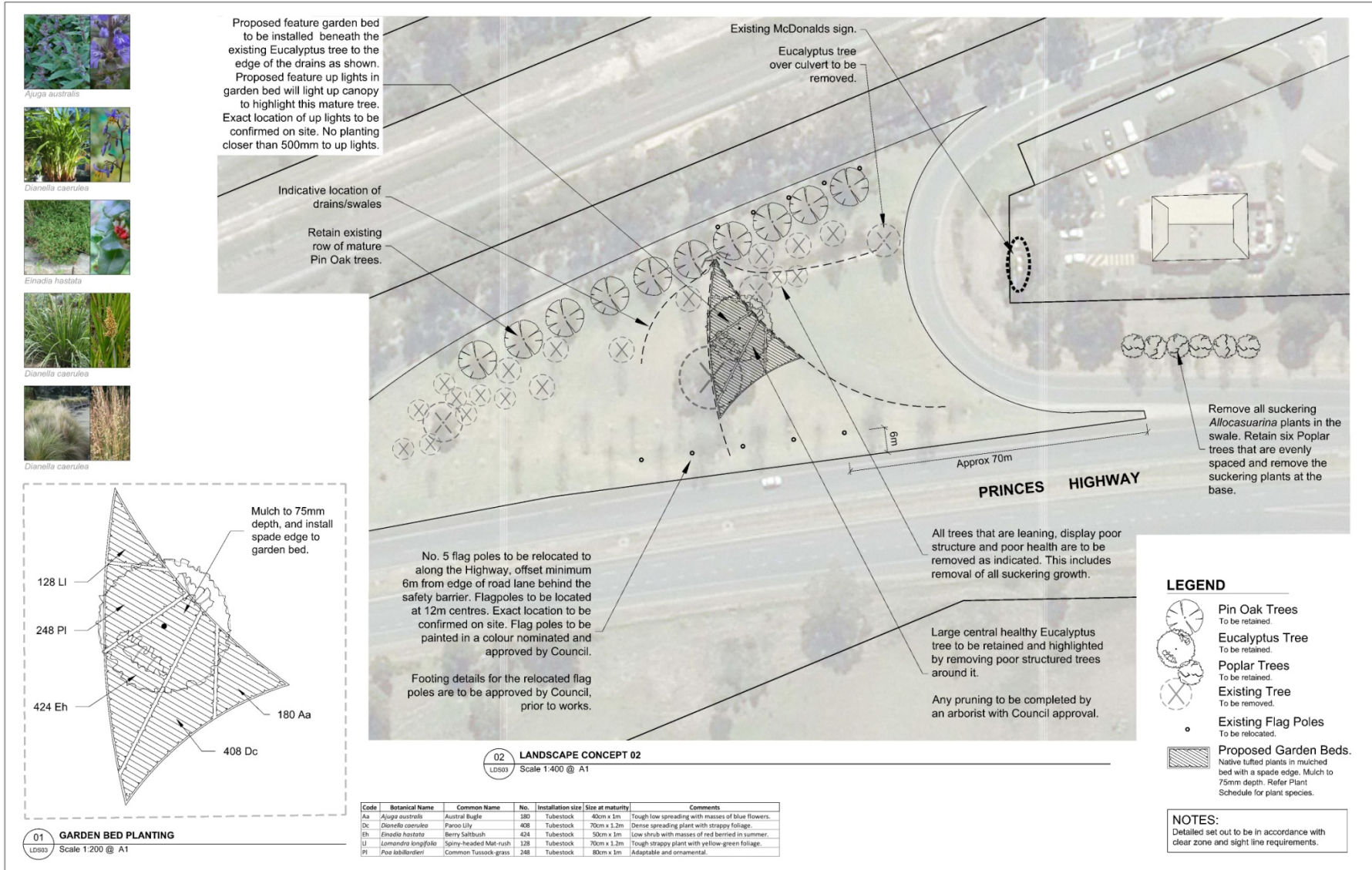
That Council authorise the Chief Executive Officer, or nominated delegate, to negotiate an amendment to the Landscape Treatment Plan previously endorsed by Council at the Ordinary Meeting held on 21 October 2013.

**PLEASE NOTE: THIS REPORT WAS WITHDRAWN FROM THE
COUNCIL MEETING BY THE ACTING CHIEF EXECUTIVE OFFICER**

16.3

UPDATE - PROPOSED LANDSCAPING WORKS TO IMPROVE VISIBILITY OF SIGNAGE AT THE MCDONALDS RESTAURANT MOE.

- 1 Proposed McDonalds Landscape Treatment Plan..... 493
- 2 VicRoads Correspondence & Preliminary Rest Area
Concept Plan..... 495



Rev	Amendments	App'd	Date
C	Amendment to garden bed. For Council endorsement	DD	11/9/2013
B	Update landscape option 03 with relocated flag poles for Council endorsement	DD	05/9/2013
A	Client Review	DD	14/8/2013

Designed: JG
Checked: D3
Authorised: D3

Map Reference: MELWAYS
Sheet Number: 03

Spire: ABN 55 050 329 635
499 La Trobe Street Melbourne Victoria 3030 Australia T 61 3 9993 7888 F 61 3 9993 7999
SPIRE.COM.AU

File name: 131625_Landscape Concept 01_Rev 4.dwg, layout name: LD503
Bio location: G:\131\138\18\MCAC
printed by: Andrea Cigolini, PRC date: 11/9/2013 10:35 AM

Standard Drawing: LSCA1 - Version: 001/2009/4

Scale: 1:400

Org Status: APPROVAL

spiire
Innovation in Infrastructure

McDonalds Moe Landscape Option 03
[Proposed Garden Bed & Relocated Flagpoles]

Wilbridge Securities Ptd Ltd
LaTrobe City Council

Rev: C
Org No: 138183 LD503



Mr John Mitchell
Acting Chief Executive Officer
Latrobe City Council
PO Box 264
Morwell VIC 3840

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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Eastern Region
120 Kay Street
Traralgon Victoria 3844
PO Box 158 Traralgon Victoria 3844
vicroads.vic.gov.au

Contact: Chris Padovan
Phone 5172 2627
QD: 2454918

Dear Mr Mitchell

**PROPOSED VEGETATION REMOVAL AND LANDSCAPING WORKS
PRINCES HIGHWAY, EAST BOUND OFFRAMP TO MOE**

I refer to the meeting on 4 April 2014 between Mr Henry Morrison and Mr Jody O'Kane (Latrobe City Council) and Mr Chris Padovan and Mr Luke Bryant (VicRoads Eastern Region) regarding a proposed agreement between Council and McDonalds Restaurant to remove vegetation, and install and maintain new landscaping on the section of Princes Highway road reserve between the on and off ramps to Moe.

As discussed at the above meeting, VicRoads has identified a potential road safety improvement opportunity to install a truck parking area within the above section of the road reserve. A copy of the proposed design is attached for your information.

To ensure that the longer term potential use of this section of the road reserve is not compromised and that any landscaping works can be undertaken in an efficient manner, please have the landscaping plan within the proposed agreement amended and re-submitted to VicRoads for approval.

To expedite the process, VicRoads has no objection to vegetation removal works being undertaken prior to the approval of the amended landscaping plan subject to the McDonalds Restaurant attaining the appropriate 'works within the road reserve' consent from VicRoads.

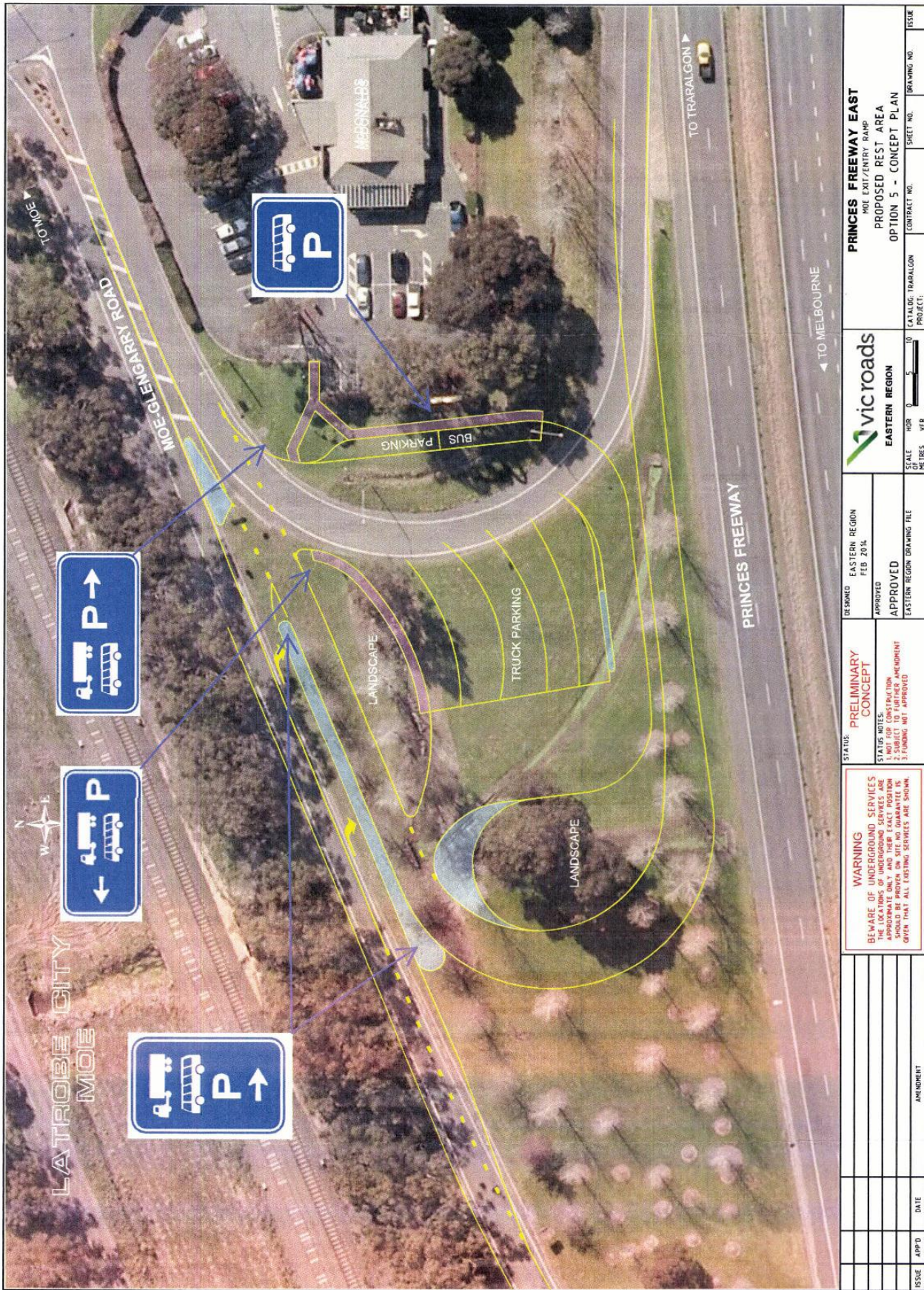
Could you please ensure that Councils response to McDonalds requests VicRoads approval for 'Consent for Works within the Road Reserve' and a 'Worksite Traffic Management Application' comprising of a memorandum of consent and traffic management plans in accordance with the RMA - Worksite Safety Traffic Management Code of Practice 2010.

Should you have any further queries please do not hesitate to contact Mr Chris Padovan, Team Leader - Integrated Transport and Land Use on 5172 2627 who would be pleased to assist.

Yours Sincerely

SCOTT LAWRENCE
REGIONAL DIRECTOR - EASTERN
DATE 9/4/2014





<p>vic roads EASTERN REGION</p> <p>SCALE: 1:1000 METRES</p>		<p>PRINCES FREEWAY EAST MOE EXIT/ENTRY RAMP PROPOSED REST AREA OPTION 5 - CONCEPT PLAN</p>	
<p>DESIGNED: EASTERN REGION APPROVED: FEB 2014</p>		<p>CONTRACT NO. [] SHEET NO. [] DRAWING NO. [] ISSUE []</p>	
<p>STATUS: PRELIMINARY CONCEPT</p> <p>STATUS NOTES: 1. NOT FOR CONSTRUCTION 2. SUBJECT TO FURTHER AMENDMENT 3. DESIGN NOT APPROVED</p>		<p>CATALOGUE: [] PROJECT: []</p>	
<p>WARNING BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.</p>		<p>DATE: 8/9/2014 MODEL: 01111111</p>	
ISSUE	APP'D	DATE	AMENDMENT

**16.4 2014/2015 DRAFT BUDGET AND DRAFT STRATEGIC
RESOURCE PLAN 2014-2018**

General Manager

Planning and Governance

For Decision

PURPOSE

The purpose of this report is to present the draft 2014/2015 Budget, and Draft Strategic Resource Plan 2014-2018, and to seek Council's approval to release these documents for community comment.

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

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 3: Efficient, effective and accountable governance

Strategic Direction – Regularly report Council decisions and performance to the community

Legislation –Local Government Act 1989

Section 126 (3) of the Local Government Act 1989, states that "A Council must adopt the Strategic Resource Plan not later than 30 June each year."

Section 127 (1) of the Local Government Act 1989, states that "A Council must prepare a budget for each financial year."

Section 130 (3) of the Act states that "The Council must adopt the budget by 31 August each year."

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

Section 130 (4) of the Act states that 'The Council must submit a copy of the budget to the Minister by 31 August each year.

BACKGROUND

This report forms part of the statutory process for the adoption of the 2014/2015 Budget and complies with Section 129 of the *Local Government Act 1989* which requires Council to give public notice that it has prepared a budget.

Council will provide due consideration to any submissions received at a Special Council Meeting to be held on 23 June 2014 and then consider the adoption of the 2014/2015 Budget at an Ordinary Council Meeting to be held on 30 June 2014.

The draft 2014/2015 Budget supports the delivery of "Latrobe 2026: The Community Vision for Latrobe Valley" and clearly articulates the resources required to deliver the 2013 - 2017 Council Plan.

During Council's preparation of the draft Annual Budget, the Strategic Resource Plan has been amended to reflect the directions and commitments identified by the draft Annual Budget.

The revised Strategic Resource Plan will be publicly exhibited alongside the Annual Budget and also considered for adoption on 30 June 2014.

ISSUES

The draft 2014/2015 budget proposes a 3.90% increase in overall rates & charges. This provides for the continued delivery of services at current levels, whilst incorporating the proposed capital works program of \$49.290 million.

It is important to note that a movement in the Consumer Price Index (CPI) of around a 2.5% increase has been incorporated into the draft 2014/2015 budget. While council rates and discretionary charges tend to be evaluated against movements in the CPI, this measure relates to price movements in a standard basket of services that reflect household spending patterns and may not have direct relevance for local government services.

In order to gain a better understanding of what cost index applies to local government, the Municipal Association of Victoria (MAV) releases its Local Government Cost Index (LGCI) on an annual basis. The 2014 figures are yet to be released, however historically council costs exceed CPI by approximately one percent per annum. It should be noted that a price index is not used in isolation to develop council budgets; it is only one driver of expense (cost). Council budgets must also take account of growth in service volumes, increases in wages, State and Commonwealth contributions that may be indexed below CPI, any expansion in the range of council responsibilities and changes in service standards and spending requirements for asset maintenance and renewal.

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

The draft 2014/2015 Budget proposes new borrowings of \$3.35 million, \$0.85 million to fund stage one of the Moe Rail Precinct Revitalisation and \$2.50 million to fund the Heavy Industrial Park infrastructure renewal project. Even with the additional borrowings, Council remains well within the recommended Government Prudential Borrowing limits.

Council will continue to collect the Fire Services Property Levy on behalf of the State Government. This levy was introduced in 2013/2014 as a result of recommendations by the Victorian Bushfires Royal Commission (VBRC). No allowance has been made in the budget for any monies collected under this levy as Council is acting as a collection agent only and the funds raised and remitted do not form part of Council's operations.

The full range of issues considered within the budget, are detailed in the attached budget document.

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.

Non-compliance with financial framework or legislative requirements is identified as a risk. This report begins the process to ensure Council meets the requirements of the *Local Government Act 1989*.

There are no financial implications associated with the preparation of this report.

INTERNAL/EXTERNAL CONSULTATION*Engagement Method Used:*

Council's Audit Committee has reviewed the draft budget and strategic resource plan. Recommendations from this review have been incorporated into the document. The Audit Committee recommended that Council release the draft 2014/2015 Budget and Draft Strategic Resource Plan 2014-2018 for public submissions.

Copies of the draft budget and strategic resource plan will be available for inspection at Council's Service Centres and placed on Council's website for a period of at least 28 days after publication of the notice of preparation of the budget.

A person has a right to make a submission under Section 223 of the *Local Government Act 1989*, on any proposal contained in the budget.

It is proposed that any person wishing to speak to Council on their submission be given this opportunity at the Special Council Meeting to be held on 23 June 2014.

OPTIONS

Options available to Council include:

1. Release the draft 2014/2015 Budget and Strategic Resource Plan 2014-2018 for public comment in accordance with the requirements of the *Local Government Act 1989*.
2. Amend the draft 2014/2015 Budget and Strategic Resource Plan 2014-2018 before releasing them for public comment in accordance with the requirements of the *Local Government Act 1989*.

CONCLUSION

The draft 2014/2015 Budget and Strategic Resource Plan 2014-2018 have been developed in accordance with the *Local Government Act 1989*, and it is recommended that both documents be released for public comment, in accordance with the requirements of the *Local Government Act 1989*.

Attachments

1. Draft 2014/2015 Budget

RECOMMENDATION

1. That the 2014/2015 Budget annexed to this report be a Budget prepared by the Council for the purposes of Section 129 of the Local Government Act 1989.
2. That the Chief Executive Officer be authorised to:
 - (a) Give public notice of the preparation of the 2014/2015 Budget in accordance with Section 129 of the Local Government Act 1989; and
 - (b) Make available for inspection the information required to be made available by Regulation 10 of the Local Government (Planning and Reporting) Regulations 2014.
3. That Council:
 - (a) Gives public notice of a Special Meeting of Council to be held on 23 June 2014 to consider any submission on a proposal (or proposals) contained in such Budget, made in accordance with Section 129 of the Local Government Act 1989; and
 - (b) Gives notice of its intention to:
 - (i) adopt such Budget; and
 - (ii) declare the following rates and charges at an Ordinary Meeting of Council to be held at 6.00pm on 30 June 2014 at the Corporate Headquarters, Morwell.
4. That Council, in accordance with the provisions of the Local Government Act 1989, declares that the amount that it intends to raise by way of general rates, municipal charges and service charges for the period 1 July 2014 to 30 June 2015 is as follows:

(a) General Rates	\$44,801,228
(b) Municipal Charge	\$ 4,625,375
(c) Service Charges	\$ 9,912,540

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

- (d) EPA Landfill Levy Charge \$ 640,319
 (e) Payments in lieu of rates \$ 9,013,123
5. That Council;
- (a) declares that the general rates will be raised in 2014/2015 by the application of the following differential rates calculated on the Capital Improved Value of rateable property:
 - (i) General rate of 0.00458663 cents in the dollar on lands as defined in paragraph 6.1(a).
 - (ii) Farm rate of 0.00343997 cents in the dollar on farm land as defined in paragraph 7.1(a).
 - (b) declares the general rates for a twelve month period commencing 1 July 2014 and that the rates be levied in respect of each portion of rateable land for which the Council has a separate valuation.
 - (c) be of the opinion that the differential rates to be levied in 2014/2015 will contribute to the equitable and efficient carrying out of its functions.
6. That Council specifies in relation to the General Rate for 2014/2015 the following in accordance with Section 161 of the Local Government Act 1989:
- 6.1. The objectives of the general rate as:
- (a) the types and classes of land to which the rate will apply is all other rateable land that is not defined as farm land as described in paragraph 7.1(a);
 - (b) the level of the general rate is 0.00458663 cents in the dollar on the capital improved value of land as defined;
 - (c) the reasons for the use and level of that rate are that:
 - (i) the types and classes of land to which the rate applies can be easily identified;
 - (ii) it is appropriate to have a general rate so as to fairly rate lands other than recreational and farm lands;
 - (iii) the level of the general rate is appropriate having regard to all relevant matters including the use to which the land is put and the amount to be raised by Council's Municipal Charge;
 - (iv) the level of the general rate is appropriate to ensure that the burden of the payment of rates is fairly apportioned across all rateable land within the Municipal district; which objectives the Council considers are consistent with the economical and efficient carrying out of its functions, and
- 6.2. The characteristics of the land which are the criteria for declaring the general rate are as set out in sub-paragraph 6.1(a) above.
7. That Council specifies in relation to the farm rate for 2014/2015 the following in accordance with Section 161 of the Local Government Act 1989:
- 7.1. The objectives of the farm rate as:
- (a) the types and classes of land to which the rate will apply is

farm land as defined in Section 2 of the Valuation of Land Act 1960, namely, any rateable land which is not less than 2 hectares in area and which is used primarily for carrying on one or more of the following businesses or industries:

- (i) grazing (including agistment);
- (ii) dairying;
- (iii) pig farming;
- (iv) poultry farming;
- (v) fish farming;
- (vi) tree farming;
- (vii) bee keeping;
- (viii) viticulture;
- (ix) horticulture;
- (x) fruit growing;
- (xi) the growing of crops of any kind; and that is used by a business:
 - (i) that has a significant and substantial commercial purpose or character; and
 - (ii) that seeks to make a profit on a continuous or repetitive basis from its activities on the land; and
 - (iii) that is making a profit from its activities on the land, or that has a reasonable prospect of making a profit from its activities on the land if it continues to operate in the way it is operating
- (b) the level of the farm rate is 0.00343997 cents in the dollar on the capital improved value of farm land as defined;
- (c) the reasons for the use and level of that rate are that:
 - (i) the types and classes of land to which the rate applies can be easily identified;
 - (ii) it is appropriate to have a farm rate so as to fairly rate farm land;
 - (iii) the level of the farm rate is appropriate having regard to all relevant matters including the use to which farm land is put and the amount to be raised by Council's Municipal charge;
 - (iv) the level of the farm rate is appropriate to ensure that the burden of the payment of general rates is fairly apportioned across all rateable land within the Municipal district;
- (d) the types and classes of land to which the rate will apply can be identified as farm land as defined in paragraph 7.1 (a); which objectives the Council considers are consistent with the economical and efficient carrying out of its functions.

7.2. The characteristics of the land which are the criteria for declaring the farm rate are as set out in paragraph 7.1(a) above.

8. That Council declares a Municipal charge at the annual rate of \$125.00 for rateable land in respect of which a Municipal charge may be levied to recover some of the administrative costs of the Council for a period of 12 months from 1 July 2014 to 30 June 2015.
- 9.

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

- (a) That Council declares an annual service charge of \$295.00 per premises for the weekly collection and disposal of refuse in respect of premises to which the service is provided (whether or not the owner or occupier of such premises avails himself or herself of the service provided) for a twelve month period from 1 July 2014 to 30 June 2015.
- (b) That Council declares an annual EPA Landfill Levy charge of \$19.00 per garbage bin to cover the costs levied by the Environmental Protection Authority on the operation of landfills for the period 1 July 2013 to 30 June 2014.
- (c) Where exemptions are granted, waste services will be charged for services utilised for the period 1 July 2014 to 30 June 2015 as follows:
- Garbage 120L bin \$200.00 pa
 - Garbage 240L bin \$295.00 pa
 - Garbage 240L bin Special \$227.00 pa
 - Recycling 240L bin \$ 50.00 pa
 - Organics 240L bin \$ 45.00 pa
10. Cultural and Recreational Land, in accordance with Section 4 of the Cultural and Recreational Lands Act 1963, the following amounts be specified as the amounts payable in respect of recreational lands described as:

Morwell Bowling Club	52 Hazelwood Road, Morwell	\$8,485.28
Morwell Golf Club	Fairway Drive, Morwell	\$2,568.52
Boolarra Bowling Club	22 Duke Street, Boolarra	\$759.09
Yinnar Bowling Club	Main Street, Yinnar	\$557.28
Yallourn North Bowls Club	Reserve Street, Yallourn North	\$921.91
LV Water Ski Club	Hall Road, Yallourn North	\$268.32
Traralgon Bowling Club	45-57 Gwalia Street, Traralgon	\$6,191.96
Traralgon Golf Club	Princes Street, Traralgon	\$5,974.41
Glenview Park	McNairn Road, Traralgon	\$6,010.79
Moe Racing Club	Waterloo Road, Moe	\$7,109.29
Yallourn Bowling Club	1-5 Coach Road, Newborough	\$2,522.65
Moe Golf Club	26 Thompsons Road, Newborough	\$2,981.32
Yallourn Golf Club	Golf Links Road, Moe	\$3,172.52
Moe Bowling Club	Waterloo Road, Moe	\$1,651.19
Victorian Field & Game Association	Scales Road, Flynn Creek	\$410.50
Traralgon Pony Club	20 Minnedale Road, Traralgon	\$616.90

These amounts have regard to the services provided by the Council in relation to such lands and the benefit to the community derived from such recreational lands.

11. That Council directs that copies of the information required by Section

161(3) of the Local Government Act 1989 be made available for inspection at Council's office during office hours.

12. (1) That Council directs that if no written submissions are received in accordance with Section 223 of the Local Government Act 1989, the rates and charges as declared for 2014/2015 be levied by sending notices to the persons who are liable to pay, in accordance with Section 158 of the Local Government Act 1989.
- (2) That Council resolves that the rates and charges for 2014/2015 must be paid by the dates fixed under Section 167 of the Act, namely:
 - (i) in full by 15 February 2015; or
 - (ii) by equal instalments on the following dates:
 - 30 September 2014;
 - 30 November 2014;
 - 28 February 2015; and
 - 31 May 2015.
- (3) That the Chief Executive Officer be directed and authorised to demand payment of and recover the rates and charges as declared in relation to the 2014/2015 Budget.
13. Rate of Interest – Section 172 of the Local Government Act 1989:
 - (1) That for the 2014/2015 financial year Council resolves to require a person to pay interest on any outstanding amounts of rates and charges:
 - (a) which that person is liable to pay; and
 - (b) which have not been paid by the date specified under Section 167 for their payment except where the Council has agreed to waive the whole or part of any such interest.
 - (2) That for the 2014/2015 financial year Council resolves in accordance with Section 172 of the Local Government Act 1989 that the rate of interest will be as specified under Section 2 of the Penalty Interest Rates Act 1983 (Currently 11.5%).
14. That the 2014-2018 Strategic Resource Plan annexed to this report and prepared by the Council for the purposes of Section 126 of the Local Government Act 1989.
15. That the Chief Executive Officer be authorised to:
 - (a) Give public notice of the preparation of the 2014-2018 Strategic Resource Plan in accordance with Section 126 of the Local Government Act 1989; and
 - (b) Make available for inspection the 2014-2018 Strategic Resource Plan

ALTERNATE MOTION

- 1. That the 2014/2015 Budget annexed to this report be a Budget prepared by the Council for the purposes of Section 129 of the Local Government Act 1989 subject to the following changes;**

1.1. Activities, Initiatives & Service Performance Indicators

1.1.1. Theme 1: Job Creation & Economic Sustainability

Page	Action	Proposed
16	Update Major Initiative item 13 to read:	Support the establishment of research facilities in Latrobe City to enable development of innovative technology <u>including</u> the forestry, wood and paper sector.
16	Relocate item 6 to Major Initiative, no change to wording	Complete construction of the Gippsland Heavy Industry Park road infrastructure to support existing and new industry expansion.

1.1.2. Theme 3: Efficient, Effective & Accountable Governance

Page	Action	Proposed
23	Relocate Major Initiative item 51 to Initiatives (Annual Actions), no change to wording	Review the suitability and accessibility of the Council meeting format and schedule to create better opportunities for interaction between Council and the community.
23	Relocate item 45 to Major Initiative, no change to wording	Develop and implement a risk and compliance framework to guide decision making, reporting and service delivery across the organisation.

1.1.3. Theme 4: Advocacy for & Consultation with our Community

Page	Action	Proposed
26	Update Major Initiative item 63 to read:	Develop a "Position Paper" to advance financial return to the community for mining <u>and power generation</u> activities within Latrobe City.

1.1.4. Theme 5: Planning for the Future

Page	Action	Proposed
27	Relocate item 65 to Major Initiative and update wording to read	Assess <u>85%</u> of planning permit applications within 60 days as reported in the Department of Planning and Community Development Planning Permit Application Reporting System (PPARS).

2. That the Chief Executive Officer be authorised to:
 - (a) Give public notice of the preparation of the 2014/2015 Budget in accordance with Section 129 of the Local Government Act 1989; and
 - (b) Make available for inspection the information required to be made available by Regulation 10 of the Local Government (Planning and Reporting) Regulations 2014.
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 - (b) Gives notice of its intention to:
 - (i) adopt such Budget; and
 - (ii) declare the following rates and charges at an Ordinary Meeting of Council to be held at 6.00pm on 30 June 2014 at the Corporate Headquarters, Morwell.
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(d) EPA Landfill Levy Charge	\$ 640,319
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 - (i) General rate of 0.00458663 cents in the dollar on lands as defined in paragraph 6.1(a).
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 - (b) declares the general rates for a twelve month period commencing 1 July 2014 and that the rates be levied in respect of each portion of rateable land for which the Council has a separate valuation.
 - (c) be of the opinion that the differential rates to be levied in 2014/2015 will contribute to the equitable and efficient carrying out of its functions.

6. That Council specifies in relation to the General Rate for 2014/2015 the following in accordance with Section 161 of the Local Government Act 1989:

6.1. The objectives of the general rate as:

- (a) the types and classes of land to which the rate will apply is all other rateable land that is not defined as farm land as described in paragraph 7.1(a);**
- (b) the level of the general rate is 0.00458663 cents in the dollar on the capital improved value of land as defined;**
- (c) the reasons for the use and level of that rate are that:**
 - (i) the types and classes of land to which the rate applies can be easily identified;**
 - (ii) it is appropriate to have a general rate so as to fairly rate lands other than recreational and farm lands;**
 - (iii) the level of the general rate is appropriate having regard to all relevant matters including the use to which the land is put and the amount to be raised by Council's Municipal Charge;**
 - (iv) the level of the general rate is appropriate to ensure that the burden of the payment of rates is fairly apportioned across all rateable land within the Municipal district; which objectives the Council considers are consistent with the economical and efficient carrying out of its functions, and**

6.2. The characteristics of the land which are the criteria for declaring the general rate are as set out in sub-paragraph 6.1(a) above.

7. That Council specifies in relation to the farm rate for 2014/2015 the following in accordance with Section 161 of the Local Government Act 1989:

7.1. The objectives of the farm rate as:

- (a) the types and classes of land to which the rate will apply is farm land as defined in Section 2 of the Valuation of Land Act 1960, namely, any rateable land which is not less than 2 hectares in area and which is used primarily for carrying on one or more of the following businesses or industries:**
 - (i) grazing (including agistment);**
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 - (iv) poultry farming;**
 - (v) fish farming;**
 - (vi) tree farming;**
 - (vii) bee keeping;**
 - (viii) viticulture;**
 - (ix) horticulture;**
 - (x) fruit growing;**
 - (xi) the growing of crops of any kind; and that is used by a business:**
 - (i) that has a significant and substantial commercial purpose or character; and**
 - (ii) that seeks to make a profit on a continuous or repetitive basis from its activities on the land; and**

- (iii) that is making a profit from its activities on the land, or that has a reasonable prospect of making a profit from its activities on the land if it continues to operate in the way it is operating
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- 7.2. The characteristics of the land which are the criteria for declaring the farm rate are as set out in paragraph 7.1(a) above.
8. That Council declares a Municipal charge at the annual rate of \$125.00 for rateable land in respect of which a Municipal charge may be levied to recover some of the administrative costs of the Council for a period of 12 months from 1 July 2014 to 30 June 2015.
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- (a) That Council declares an annual service charge of \$295.00 per premises for the weekly collection and disposal of refuse in respect of premises to which the service is provided (whether or not the owner or occupier of such premises avails himself or herself of the service provided) for a twelve month period from 1 July 2014 to 30 June 2015.
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ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

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Yinnar Bowling Club	Main Street, Yinnar	\$557.28
Yallourn North Bowls Club	Reserve Street, Yallourn North	\$921.91
LV Water Ski Club	Hall Road, Yallourn North	\$268.32
Traralgon Bowling Club	45-57 Gwalia Street, Traralgon	\$6,191.96
Traralgon Golf Club	Princes Street, Traralgon	\$5,974.41
Glenview Park	McNairn Road, Traralgon	\$6,010.79
Moe Racing Club	Waterloo Road, Moe	\$7,109.29
Yallourn Bowling Club	1-5 Coach Road, Newborough	\$2,522.65
Moe Golf Club	26 Thompsons Road, Newborough	\$2,981.32
Yallourn Golf Club	Golf Links Road, Moe	\$3,172.52
Moe Bowling Club	Waterloo Road, Moe	\$1,651.19
Victorian Field & Game Association	Scales Road, Flynn Creek	\$410.50
Traralgon Pony Club	20 Minniedale Road, Traralgon	\$616.90

These amounts have regard to the services provided by the Council in relation to such lands and the benefit to the community derived from such recreational lands.

11. That Council directs that copies of the information required by Section 161(3) of the Local Government Act 1989 be made available for inspection at Council's office during office hours.
12. (1) That Council directs that if no written submissions are received in accordance with Section 223 of the Local Government Act 1989, the rates and charges as declared for 2014/2015 be levied by sending notices to the persons who are liable to pay, in accordance with Section 158 of the Local Government Act 1989.
- (2) That Council resolves that the rates and charges for 2014/2015 must be paid by the dates fixed under Section 167 of the Act, namely:
 - (i) in full by 15 February 2015; or
 - (ii) by equal instalments on the following dates:
 - 30 September 2014;
 - 30 November 2014;
 - 28 February 2015; and
 - 31 May 2015.
- (3) That the Chief Executive Officer be directed and authorised to demand payment of and recover the rates and charges as declared in relation to the 2014/2015 Budget.
13. Rate of Interest – Section 172 of the Local Government Act 1989:
 - (1) That for the 2014/2015 financial year Council resolves to require a person to pay interest on any outstanding amounts of rates and charges:
 - (a) which that person is liable to pay; and

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

(b) which have not been paid by the date specified under Section 167 for their payment except where the Council has agreed to waive the whole or part of any such interest.

(2) That for the 2014/2015 financial year Council resolves in accordance with Section 172 of the Local Government Act 1989 that the rate of interest will be as specified under Section 2 of the Penalty Interest Rates Act 1983 (Currently 11.5%).

14. That the 2014-2018 Strategic Resource Plan annexed to this report and prepared by the Council for the purposes of Section 126 of the Local Government Act 1989.

15. That the Chief Executive Officer be authorised to:

(a) Give public notice of the preparation of the 2014-2018 Strategic Resource Plan in accordance with Section 126 of the Local Government Act 1989; and

(b) Make available for inspection the 2014-2018 Strategic Resource Plan

Moved: Cr Rossiter

Seconded: Cr White

That the Recommendation be adopted.

For the Motion

Councillor/s Rossiter, White, Middlemiss, O'Callaghan, Sindt, Gibson

Against the Motion

Councillor Gibbons.

The Mayor confirmed that the Recommendation had been CARRIED

16.4

2014/2015 DRAFT BUDGET AND DRAFT STRATEGIC RESOURCE PLAN 2014-2018

1	Draft 2014/2015 Budget.....	513
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Latrobe City Council

2014/2015 Draft Budget



This Budget Report has been prepared with reference to the Institute of Chartered Accountants 'Victorian City Council Model Budget 2014/2015' a best practice guide for reporting local government budgets in Victoria.

Adopted by Council XX XXXX 2014



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2014/2015 Budget Executive Summary

Executive Summary

Under the Local Government Act 1989 ("The Act"), Council is required to prepare and adopt an annual budget. The budget is required to be adopted by 31 August each year.

A high level 10 Year Financial Plan has been developed with the first four years used for the Strategic Resource Plan to assist Council in adopting a budget within a longer term prudent financial framework. The key objective of the Financial Plan is financial sustainability in the medium to long term, whilst still achieving the Council's strategic objectives as specified in the Council Plan and Latrobe 2026 Vision.

The 2014/15 budget presented in this report has been developed through a rigorous process of consultation and review with Council and Council officers. It is Council's opinion that the budget is financially responsible and contributes to the achievement of all of the Council Plan objectives and strategic directions included in the 2013-2017 Council Plan.

The 2014/15 Operating Budget predicts an operating surplus of \$11.880 million, after raising rates and charges of \$69.400 million and capital income of \$15.973 million. Excluding capital funding and developer contributions, an underlying operating deficit of \$2.727 million is projected for 2014/15, the operating deficit is a result of expenditure incurred relating to government grants and other funding generated in previous financial years which was carried forward in accumulated surplus and reserves.

It should be noted that the operating budget surplus shown is a result of non cash revenue (i.e. developer contributed assets) and income generated to fund expenditure items that are not recognised in the Income Statement (i.e capital expenditure and the repayment of borrowings). On a cash basis Council budgets for a break even result therefore any cash remaining at the end of the budget period is the result of a number of factors such as government grant funds received in advance, funds required to be carried forward to complete unfinished projects and funds required to settle certain balance sheet liabilities e.g Trade and other payables, Employee Benefit provisions and Trust funds and deposits.

Council operations are expected to be impacted by unavoidable increases in employee costs, utilities and insurance premiums. It will be necessary to achieve future income growth whilst containing costs in order to achieve a positive underlying operating position by 2015/16. In order to achieve these objectives whilst maintaining service levels and a robust capital expenditure program, overall rates and charges will increase by 3.9% in 2014/15. Factored into this increase is a 3.32% rise in general rates (including payments in lieu of rates) and municipal charge, 0.50% or \$10 per service in garbage charges and .07% rise related directly to the State Government increasing the EPA Landfill Levy charged on each tonne of waste deposited to Council's landfill. For transparency reasons, those charges being collected on behalf of the State Government, which include the Landfill Levy and the Fire Services Property Levy, will be included as separate charges on each rates notice.

2014/2015 Budget Executive Summary

New borrowings of \$3.350 million are proposed to assist in funding large capital projects, specifically the Morwell Heavy Industrial Park road infrastructure construction (\$2.500 million) and the next stage of the Moe Rail Precinct Revitalisation Project (\$0.850 million). Both of these projects form part of the Capital Works budget. Loan principal repayments for the year are expected to be \$3.341 million thus leading to an overall minor increase in Council borrowings of \$0.008 million from \$19.650 million to \$19.658 million at the end of the year.

The total capital expenditure program will be \$43.230 million, of which \$7.708 million relates to projects which will be carried forward from the 2013/14 year. Any further carried forward projects will be fully funded from the 2013/14 budget. Of the \$43.230 million of capital funding required, \$24.804 million will come from Council operations, \$1.335 million from asset sales including the proposed sale of land deemed inappropriate for open space development as identified in the public open space strategy, \$3.350 million from borrowings and \$13.741 million from external grants. The capital expenditure program has been set and prioritised based on a process of consultation that has enabled Council to assess needs and develop sound business cases as appropriate.

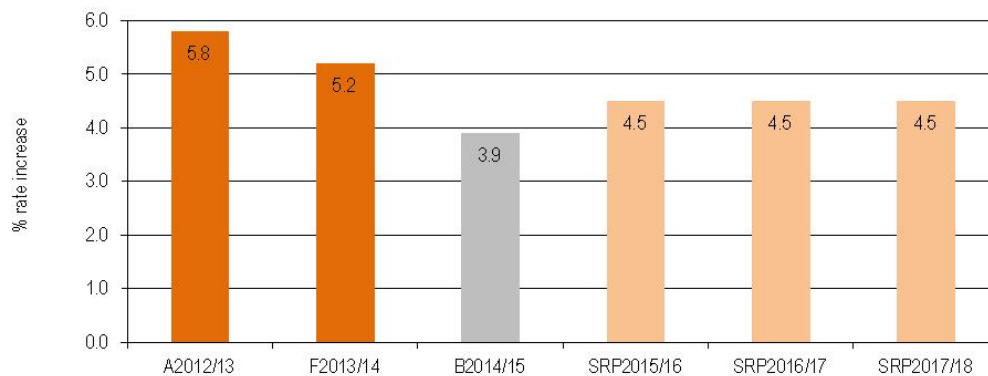
The 2014/15 budget has been prepared on the basis of constraint, Council will continue to review all services and capital infrastructure to ensure it is positioned to best meet the needs of the community into the future.

2014/2015 Budget Highlights

Highlights

Council has prepared a Budget for the 2014/15 financial year which seeks to balance the demand for services and infrastructure with the community's capacity to pay. Key budget information is provided below about the rate increase, operating result, services, cash and investments, capital works, financial position, financial sustainability and strategic activities of the Council.

1. Rates

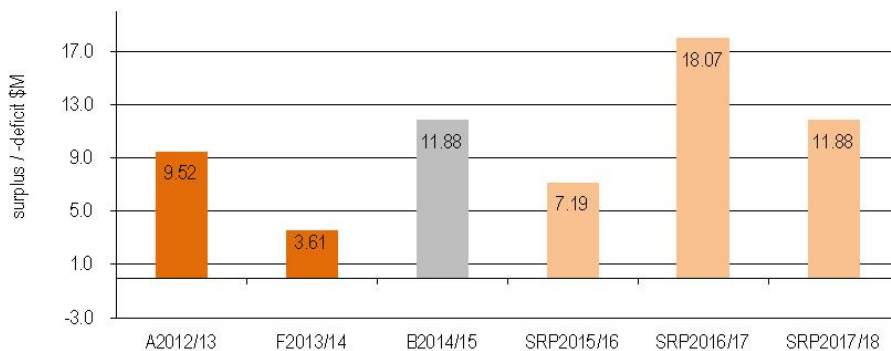


A = Actual F = Forecast B = Budget SRP = Strategic Resource Plan estimates

It is proposed that overall rates and charges increase by 3.90% for the 2014/15 year, raising total rates of \$69.400 million, including \$0.407 million generated from supplementary rates. General rates (including payments in lieu of rates) and municipal charge increase by 3.32% or \$2.207 million while increases associated with the third year of a three year program to align waste costs with full cost recovery of capital landfill costs of .50% or \$10 per service have been incorporated in the proposed garbage charge. The Landfill levy will increase by \$1.40 or 7.95% as a result of the State Government's landfill levy increasing and will need to be passed on directly to residents. In the interests of clarity the EPA levy component will again be disclosed separately from Council's garbage charge on the 2014/15 rates notice.

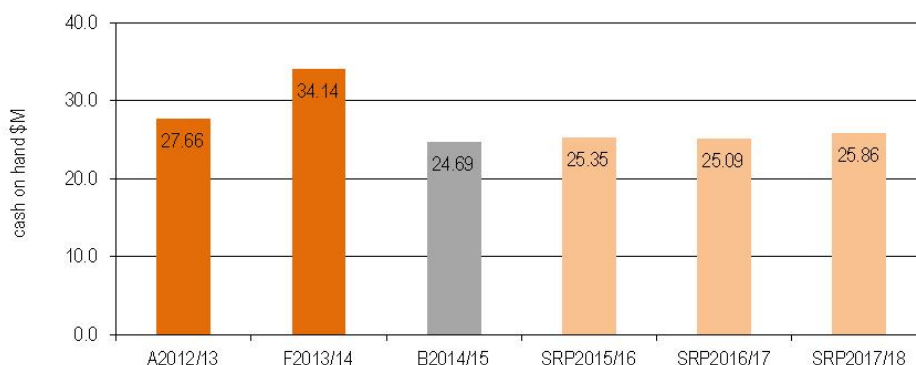
2014/2015 Budget Highlights

2. Operating result



The expected operating result for the 2014/15 year is a surplus of \$11.880 million, after capital grants and contributions, which is an increase of \$8.266 million over 2013/14. The improved operating result is mainly due to funding received in the 2012/13 year which is forecast to be expended in the 2013/14 year resulting in a lower than expected surplus in 2013/14. The adjusted underlying result, which excludes items such as non-recurrent capital grants and developer contributions is a deficit of \$2.727 million, which is an increase of \$4.385 million over 2013/14 mainly resulting from the carry forward of works which will be funded through accumulated surplus and reserves - refer to section 4 of this summary for further information. (The forecast operating result for the 2013/14 year is a surplus of \$3.615 million with an underlying result of a \$7.112 million deficit).

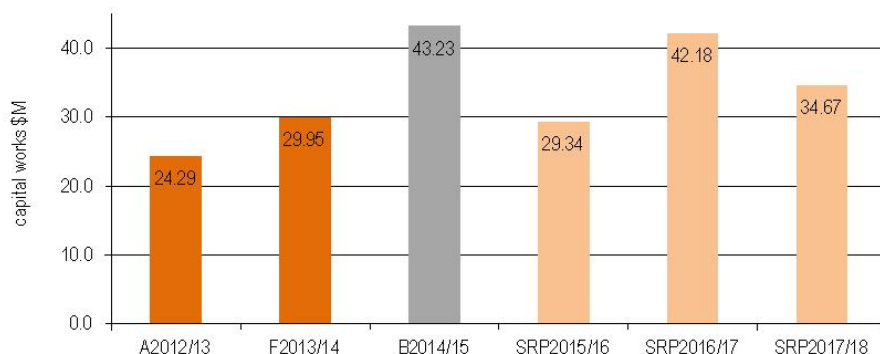
3. Cash and investments



Cash and investments are expected to decrease by \$9.452 million during the year to \$24.685 million as at 30 June 2015. This is due mainly to the carried forward component of the 2013/14 capital works program. The reduction in cash and investments is in line with Council's strategic resource plan. The cash balance remaining is predominantly associated with liabilities for employee provisions together with landfill reserves to assist in funding future landfill cell constructions (Cash and investments are forecast to be \$34.136 million as at 30 June 2014).

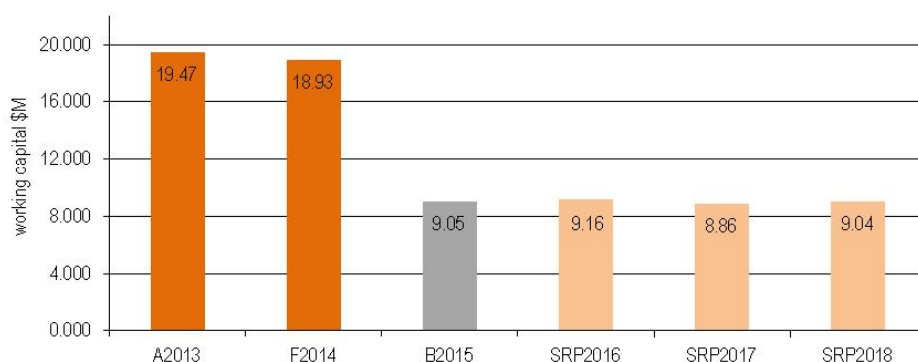
2014/2015 Budget Highlights

4. Capital works



The capital works program for the 2014/15 year is expected to be \$43.230 million of which \$7.708 million relates to projects which will be carried forward from the 2013/14 year. The carried forward component is fully funded from the 2013/14 budget. Of the \$43.980 million of capital funding required, \$24.804 million will come from Council operations, \$13.741 million from external grants and contributions, \$3.350 million from borrowings, \$1.350 million from proceeds of asset sales which includes proposed land sales deemed inappropriate for open space development as identified in the public open space strategy of \$0.700 million (plus an additional \$0.300 million within the operating capital budget - refer to appendix C) and plant & equipment sales of \$0.650 million, these asset sales have been assumed to sell at the current book value. The capital expenditure program has been set and prioritised based on a rigorous process of consultation that has enabled Council to assess needs and develop sound business cases for each project. (Capital works is forecast to be \$29.955 million for the 2013/14 year).

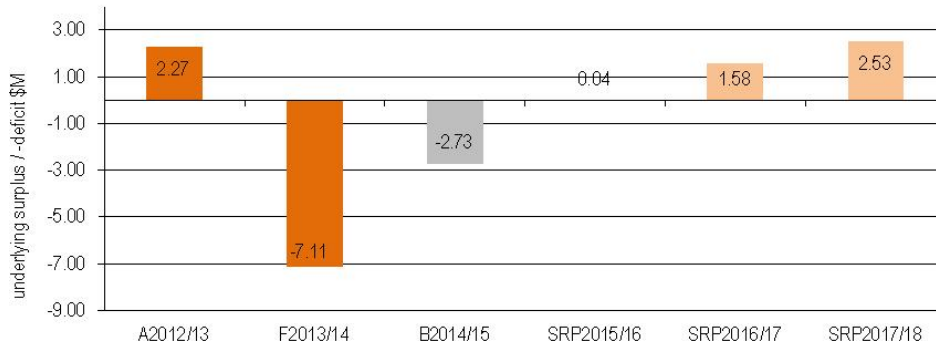
6. Financial position / Working Capital



The financial position is expected to improve with net assets (net worth) to increase by \$33.033 million to \$1,078.010 million although net current assets (working capital) will reduce by \$9.881 million to \$9.046 million as at 30 June 2015. This is mainly due to the use of cash reserves to fund the carry forward component of the capital works program. (Total equity is forecast to be \$1,044.977 million as at 30 June 2014).

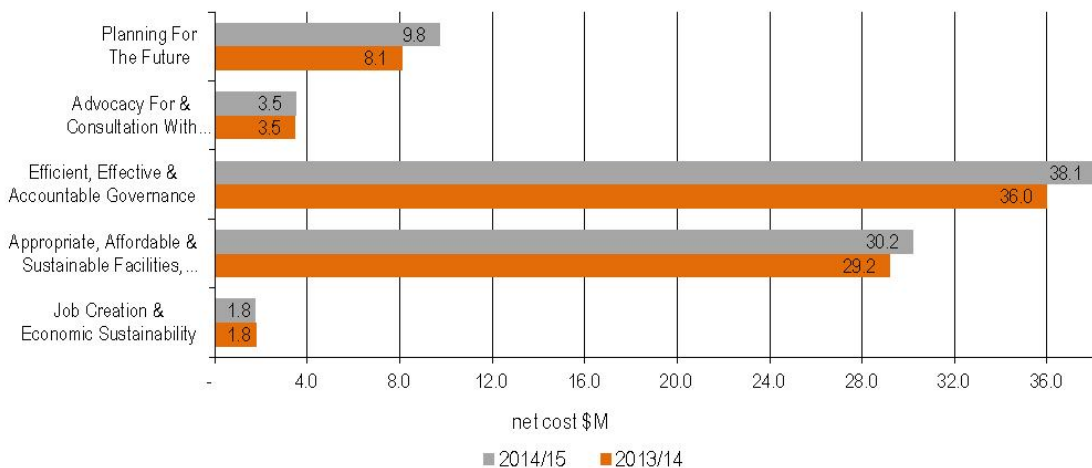
2014/2015 Budget Highlights

7. Financial sustainability



A high level Strategic Resource Plan for the years 2014/15 to 2017/18 has been developed to assist Council in adopting a budget within a longer term prudent financial framework. The key objective of the Plan is financial sustainability in the medium to long term, while still achieving the Council's strategic objectives as specified in the Council Plan. While the Plan projects that Council's operating result is positive for the duration of the Strategic Resource Plan, the underlying result which is a measure of financial sustainability, shows Council achieving a positive result from 2015/16 onwards. The difference between the surplus and underlying result is mainly due to substantial capital revenue being received during this period to fund a number of major capital works projects.

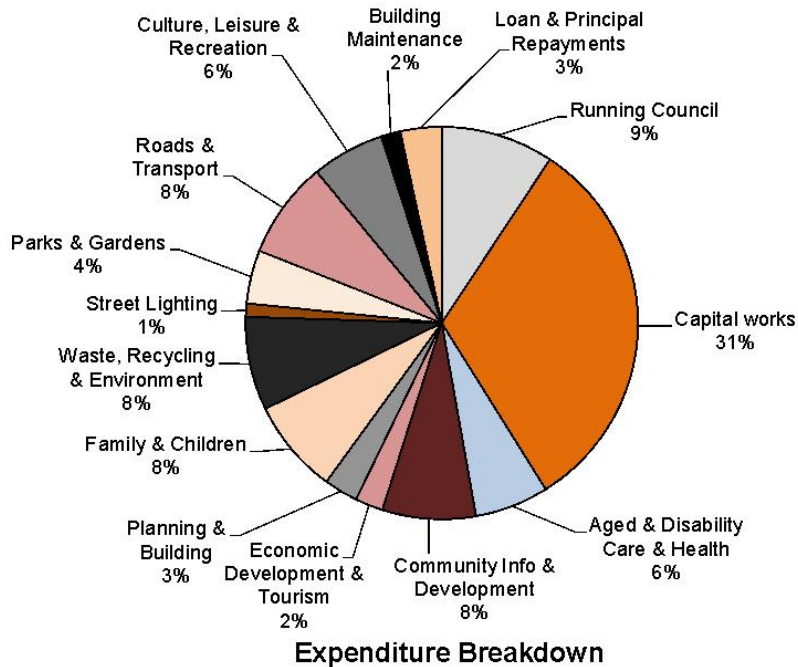
8. Strategic objectives



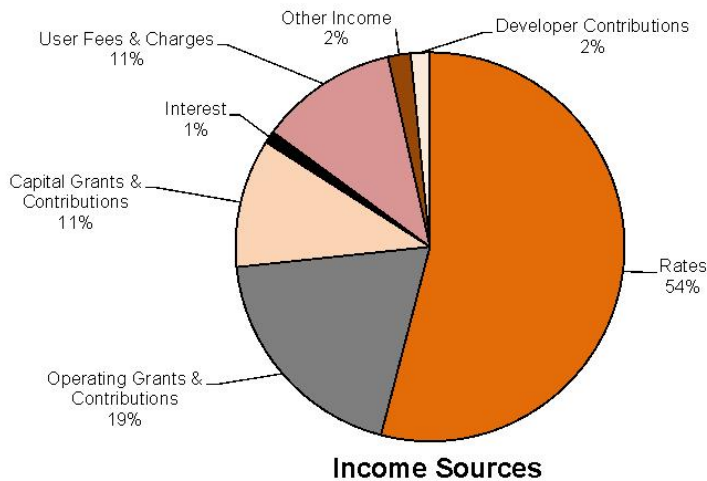
The Annual Budget includes a range of activities and initiatives to be funded that will contribute to achieving the strategic objectives specified in the Council Plan. The above graph shows the level of funding allocated in the budget to achieve the strategic objectives as set out in the Council Plan for the 2014/15 year.

2014/2015 Budget Highlights

9. Where rates are spent



The above chart provides an indication of how Council allocates its expenditure across the main services that it delivers.



The above chart provides an indication of where Council's income sources are derived.

This budget has been developed through a rigorous process of consultation and review and management endorses it as financially responsible. More detailed budget information is available throughout this document.

2014/2015 Budget Budget Process

Budget processes

This section lists the budget processes to be undertaken in order to adopt the Budget in accordance with the *Local Government Act 1989* ("The Act") and *Local Government (Planning and Reporting) Regulations 2014* (the Regulations).

Under the Act, Council is required to prepare and adopt an annual budget for each financial year. The budget is required to include certain information about the rates and charges that Council intends to levy as well as a range of other information required by the Regulations which support the Act.

The 2014/15 budget, which is included in this report, is for the year 1 July 2014 to 30 June 2015 and is prepared in accordance with the Act and Regulations. The budget includes financial statements being a budgeted Comprehensive Income Statement, Balance Sheet, Statement of Changes in Equity, Statement of Cash Flows and Statement of Capital Works. These statements have been prepared for the year ended 30 June 2015 in accordance with the Act and Regulations, and consistent with the annual financial statements which are prepared in accordance with Australian Accounting Standards. The budget also includes information about the rates and charges to be levied, the capital works program to be undertaken, the human resources required, and other financial information Council requires in order to make an informed decision about the adoption of the budget.

In advance of preparing the budget, Officers firstly review and update Council's long term financial projections. Financial projections for at least four years are ultimately included in Council's Strategic Resource Plan, which is the key medium-term financial plan produced by Council on a rolling basis. The preparation of the budget, within this broader context, begins with Officers preparing the operating and capital components of the annual budget from November through to February. A draft consolidated budget is then prepared and various iterations are considered by Council at informal briefings during March and April. A proposed budget is prepared in accordance with the Act and submitted to Council in May for approval in principle. Council is then required to give public notice that it intends to adopt the budget. It must give 28 days notice of its intention to adopt the proposed budget and make the budget available for inspection at its offices and on its web site. A person has a right to make a submission on any proposal contained in the budget and any submission must be considered before adoption of the budget by Council.

The final step is for Council to adopt the budget after receiving and considering any submissions from interested parties. The budget is required to be adopted by 31 August and a copy submitted to the Minister within 28 days after adoption. The key dates for the budget process are summarised on the following page:

2014/2015 Budget Budget Process

Budget process	Timing
1. Officers update Council's long term financial projections	Sep - Nov
2. Officers prepare operating and capital budgets	Nov - Feb
3. Council considers draft budgets at informal briefings	Mar - Apr
4. Council's Audit Committee review draft budget	May
5. Proposed budget submitted to Council for approval	May
6. Public notice advising intention to adopt budget	May
7. Budget available for public inspection and comment	May/Jun
8. Submissions period closes (28 days)	Jun
9. Submissions considered by Council/Committee	Jun
10. Budget and submissions presented to Council for adoption	Jun
11. Copy of adopted budget submitted to the Minister	Jul

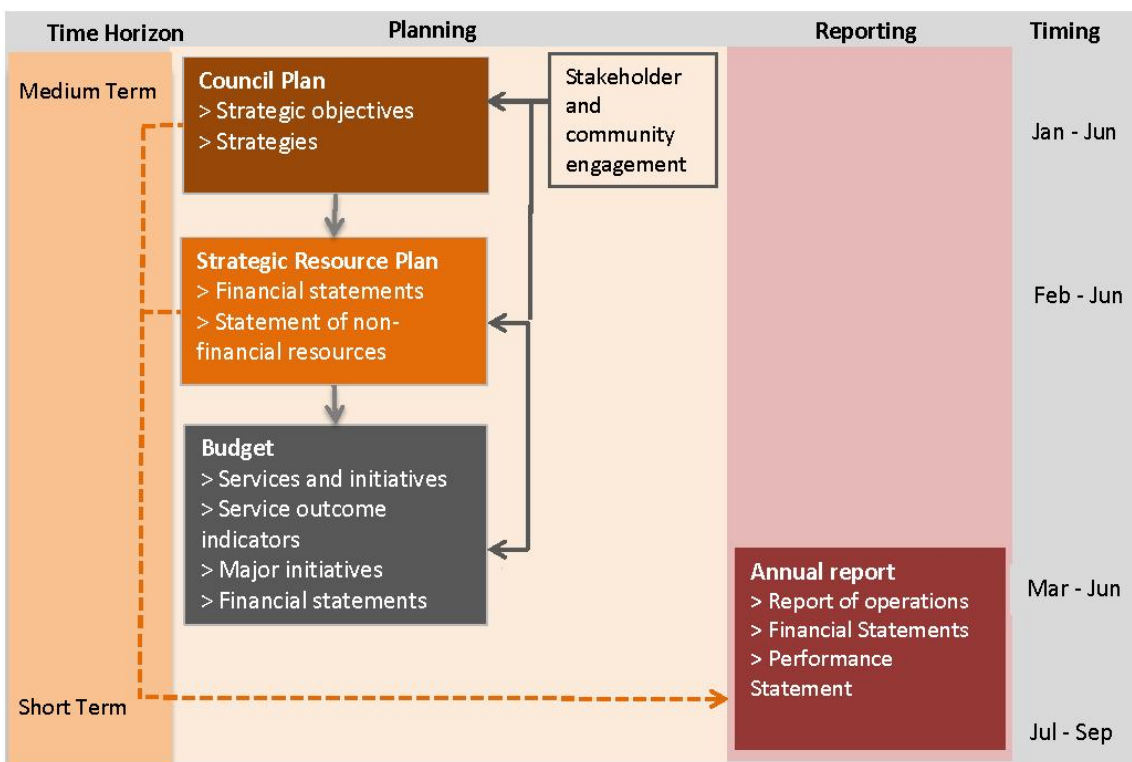
2014/2015 Budget Linkage to the Council Plan

1. Linkage to the Council Plan

This section describes how the Annual Budget links to the achievement of the Council Plan within an overall planning framework. This framework guides the Council in identifying community needs and aspirations over the long term (Latrobe 2026), medium term (Council Plan) and short term (Annual Budget) then holding itself accountable (Audited Statements).

1.1 Planning and accountability framework

The Strategic Resource Plan which is a component of the Council Plan, summarises the financial and non-financial impacts of the objectives and strategies and determines the sustainability of these objectives and strategies. The Annual Budget is then framed within the Strategic Resource Plan, taking into account the services and initiatives included in the Annual Budget which contribute to achieving the strategic objectives specified in the Council Plan. The diagram below depicts the planning and accountability framework that applies to local government in Victoria.



Source: Department of Transport, Planning and Local Infrastructure

In addition to the above, Council has a long term plan (Latrobe 2026) which articulates a community vision, mission and values. The Council Plan is prepared with reference to Council's long term Community Plan.

The timing of each component of the planning framework is critical to the successful achievement of the planned outcomes. The Council Plan, including the Strategic Resource Plan, is required to be completed by 30 June and is reviewed each year in advance of the commencement of the Annual Budget process.

2014/2015 Budget Linkage to the Council Plan

1.2 Our purpose

The Community vision

“In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership.”

The community's vision for the future development of the region builds on its strength as one of Victoria's key regional economies and its position as the commercial centre of Gippsland with a focus on education, health and community services and facilities.

Other major aspirations are for a community that is both liveable and sustainable, with a continued focus on healthy lifestyles supported by high quality recreational and cultural facilities and a natural environment that is nurtured and respected.

The community has expressed its desire for a future in which people are united in a common purpose whilst respecting the diversity of their heritage and cultures. To enable the vision to become reality the community identified the need for effective and proactive leadership at all levels and expressed a willingness to connect with community leaders to enrich local decision making.

Our mission

To provide the best possible facilities, services, advocacy and leadership for Latrobe City, one of Victoria's four major regional cities.

Our values

Latrobe City Council's values describe how it is committed to achieving the Latrobe 2026 community vision through:

- Providing affordable people focused community services;
- Planning strategically and acting responsibly, in the best interests of the whole community;
- Accountability, transparency and honesty;
- Listening to and working with the community;
- Respect, fairness and equity;
- Open to and embracing new opportunities.

2014/2015 Budget Linkage to the Council Plan

1.3 Key Themes

Council delivers activities and initiatives under 51 major service categories. Each contributes to the achievement of one of the five themes and objectives as set out in the Council Plan for the 2013-17 years. The following table lists the five themes as described in the Council Plan.

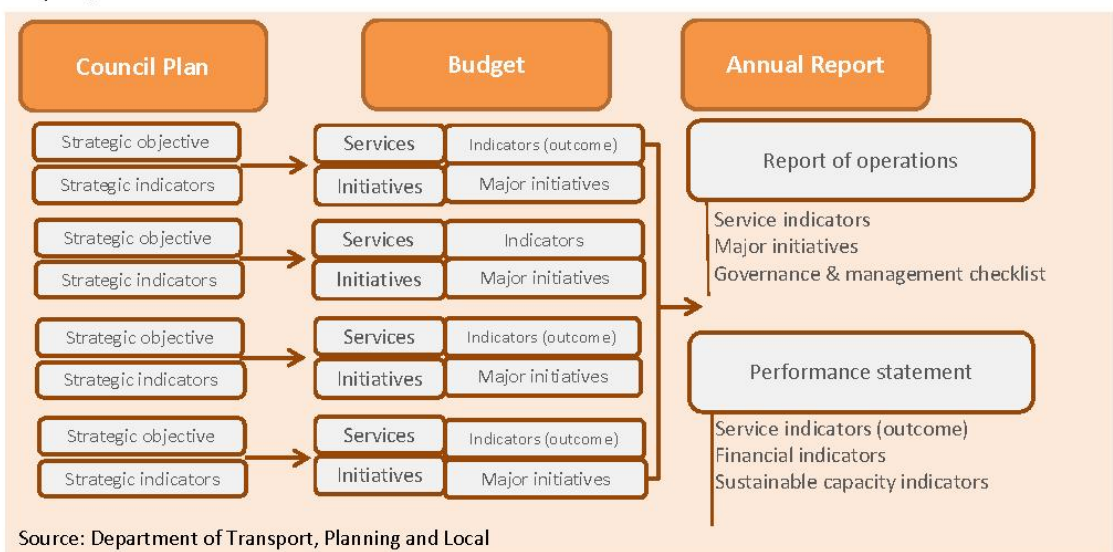
Theme	Objective
Job Creation & Economic Sustainability	<ul style="list-style-type: none"> • Actively pursue long term economic prosperity for Latrobe City, one of Victoria's four major regional cities. • Actively pursue further diversification of business and industry in the municipality. • Actively pursue and support long term job security and the creation of new employment opportunities in Latrobe City.
Appropriate, Affordable & Sustainable Facilities, Services & Recreation	<ul style="list-style-type: none"> • To promote and support a healthy, active and connected community. • To provide facilities and services that are accessible and meet the needs of our diverse community. • To enhance the visual attractiveness and liveability of Latrobe City.
Efficient, Effective & Accountable Governance	<ul style="list-style-type: none"> • To achieve the highest standards of financial probity and meet all statutory obligations. • To provide open, transparent and accountable governance. • Work to minimise rate increases for our community. • Effectively manage Council debt to minimise long term cost.
Advocacy For & Consultation With Our Community	<ul style="list-style-type: none"> • Strengthen the profile of Latrobe City as one of Victoria's four major regional cities. • Work in partnerships with all levels of governments to ensure Latrobe City is well supported, resourced and recognised as one of Victoria's four major regional cities. • To advocate for and support cooperative relationships between business, industry and the community. • To ensure effective two-way communication and consultation processes with the community.
Planning For The Future	<ul style="list-style-type: none"> • To provide a well planned, connected and liveable community. • To provide clear and concise policies and directions in all aspects of planning. • Advocate for planning changes at the state level to reflect regional needs and aspirations. • To ensure effective two-way communication and consultation processes with the community.

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

2. Activities, initiatives and service performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2014/15 year and how these will contribute to achieving the strategic objectives specified in the Council Plan as set out in Section 1. It also includes a number of initiatives, major initiatives and service performance indicators. The Strategic Resource Plan (SRP) is part of and prepared in conjunction with the Council Plan. The relationship between these components of the Budget and the Council Plan, along with the link to reporting in the Annual Report, is shown below.



2.1 Theme 1: Job Creation & Economic Sustainability

To achieve our objective of Job Creation and Economic Sustainability, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure
		(Revenue) Net Cost \$'000
Business Development	Provide business development advice, services and programs in accordance with the Latrobe City Council Economic Development Strategy 2011.	786
		0
		786
Employment Development	Promote, coordinate and providing training and employment opportunities for aboriginal people.	673
		(545)
		128
Latrobe Regional Airport	Maintain, develop and operate Latrobe Regional Airport in accordance with Civil Aviation Safety Authority regulations and the Latrobe Regional Airport Masterplan.	831
		(551)
		280
Tourism	Implement recommendations from the Tourism Product Audit and Visitor Information Centre Review.	578
		(18)
		560

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

Initiatives (Annual Actions)

- 1) In accordance with the Economic Sustainability Strategy, continue to pursue employment generating opportunities and aerospace manufacturing at the Latrobe Regional Airport.
- 2) Commence the review of the 2009 Latrobe Regional Airport Master Plan.
- 3) In accordance with the Economic Sustainability Strategy, provide assistance to local businesses to grow and expand through referrals, the provision of statistical and site information and relevant funding opportunities.
- 4) In collaboration with community, business and government bodies develop a transition plan to identify opportunities for economic diversification, environmental improvements and the long term sustainability and resilience of Latrobe City and the surrounding region.
- 5) Prepare the Latrobe City Economic Sustainability Strategy 2015-2019 to guide the economic development service for the next five years.
- 6) Complete construction of the Gippsland Heavy Industry Park road infrastructure to support existing and new industry expansion.
- 7) Advocate for the creation of an industrial park and the Gippsland Logistics Precinct.
- 8) Actively pursue new power generation and brown coal opportunities within Latrobe City and provide business development assistance to energy related industry.
- 9) Pursue research and development in brown coal innovation for future economic growth and diversification within Latrobe City.
- 10) Progress Council's decision in respect to the provision of a performing arts and convention centre for Latrobe City to enhance Latrobe City's cultural infrastructure and programs and to attract business tourism to Latrobe City.
- 11) Deliver Year 2 Actions of the Latrobe City Events Strategy and Action Plan 2013-2017 to present an exciting and diverse events calendar that benefits our community, economy and profile of our city.
- 12) Participate in the Gippsland Local Government joint initiative, 'Creative Gippsland' to support greater recognition and promotion of arts across Gippsland.

Major Initiatives

- 13) Support the establishment of research facilities in Latrobe City to enable development of innovative technology for the forestry, wood and paper sector. (\$Nil net cost).

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Economic Development	Economic Activity	Change in number of businesses (Percentage change in the number of businesses with an ABN in the municipality)	[Number of businesses with an ABN in the municipality at the end of the financial year less the number of businesses at the start of the financial year / Number of businesses with an ABN in the municipality at the start of the financial year] x100

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

2.2 Theme 2: Appropriate, Affordable & Sustainable Facilities, Services & Recreation

To achieve our objective of Appropriate, Affordable & Sustainable Facilities, Services & Recreation, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Aged and Disability Services	Deliver the Home and Community Care (HACC) program in accordance with Department of Health guidelines and Disability Service programs in accordance with the Department of Human Services guidelines.	6,138 (5,236) 902
Arts	Deliver the Annual Latrobe Regional Gallery Exhibitions program and deliver Education and Public Participation programs across all arts facilities. Deliver the Annual Performing Arts Performances program. Manage and maintain Halls and Venues across the City.	2,603 (543) 2,061
Civil Works Projects	Deliver Civil works projects across Latrobe City in accordance with relevant legislation and guidelines.	6,255 (350) 5,905
Early Childhood Health & Development	Deliver enhanced maternal and child health services in accordance with Council adopted policies.	2,306 (1,201) 1,105
Early Learning & Care	Deliver early Learning, Family Day Care, and Preschool services in accordance with Council adopted policies, and work with other providers to improve and integrate support services for all children in the municipality.	9,221 (8,085) 1,136
Events	Facilitate the attraction of new events and support existing events across Latrobe City and deliver Latrobe City Council's annual Australia Day program as per the 2013-2017 Latrobe City Events Strategy and Action Plan.	910 (11) 899
Infrastructure Design	Design civil works projects in consultation with the Latrobe City community.	1,228 0 1,228
Leisure Facilities	Maintain and operate Latrobe City leisure centres, outdoor pools and stadiums together with managing and maintaining caravan park and day visitor facilities.	6,476 (4,105) 2,372
Library services	Deliver Library services and programs in accordance with the Library Plan 2011-2017.	1,429 (549) 880
Major Projects	Deliver major infrastructure projects from the Annual Capital Works Program.	1,549 0 1,549

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Parks, Gardens and Playgrounds	Manage and maintain parks and gardens across Latrobe City and maintain and develop playgrounds in accordance with the Latrobe City Council Playground Strategy.	4,211 (42) 4,169
Recreation and Open Space Planning	Provide Recreation and Open Space Planning advice for Latrobe City.	750 (30) 720
Recreation Liaison	Manage and maintain sporting reserves and work with community groups across Latrobe City.	1,864 (73) 1,791
Social support	Deliver the Planned Activity Group and Meals on Wheels Programs to eligible clients.	1,573 (1,291) 282
Waste Services	Deliver and manage contracts for waste services across the municipality, including kerbside collection, transfer stations, organic resource processing, hard waste services and co-mingled recycling processing in accordance with contract requirements, standards and best value principles.	5,213 (2) 5,211

Initiatives (Annual Actions)

- 14) Finalise the detailed design of the Morwell to Traralgon shared pathway feasibility study to improve connectivity between the two towns.
- 15) Implement year three actions and amendments of the Latrobe City Council Playground Improvement Implementation Plan 2011-2016 to enhance social and health outcomes and improve local neighbourhood amenity.
- 16) Progress Council's decision in respect to the delivery of the Gippsland Regional Aquatics Centre in Traralgon.
- 17) Commence implementation of the Latrobe City Public Open Space Strategy.
- 18) Deliver the Annual Capital Works Program.
- 19) Progress Council's decision in respect to the delivery of the Moe Rail Precinct Revitalisation Project.
- 20) Commence development of Drainage Asset Management Plan (DAMP).
- 21) Undertake a review of Senior Citizen's Centres to increase community utilisation rates.
- 22) Progress the development of the Latrobe City Tracks, Trails and Pathways Strategy.
- 23) Manage the annual legislative requirements of the Latrobe City Municipal Public Health and Wellbeing Plan .
- 24) Undertake a review of the Latrobe City Playground Strategy.
- 25) Develop a Latrobe City Council 2014-2018 Arts Strategy and Action Plan for Council endorsement.
- 26) Deliver the Events Community Grants Program to support not-for-profit community focussed groups for projects that will assist in the ongoing development of community facilities and to meet the social, recreational and cultural needs of the community.

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

- 27) Deliver Sporting Hall of Fame program in 2014.
- 28) Deliver Year 2 Actions of the Latrobe City Events Strategy and Action Plan 2013-2017 to present an exciting and diverse events calendar that benefits our community, economy and profile of Latrobe City.
- 29) Deliver and promote the Annual Latrobe Regional Gallery Exhibition program to provide a variety of local and nationally significant exhibitions.
- 30) Implement the Waste Education Plan as a key objective of the Latrobe City Council Waste Management Strategy.
- 31) Develop and deliver initiatives to improve the visual attractiveness of our towns.
- 32) Complete the development of the Catterick Crescent and Maryvale reserve Master Plans including the Traralgon Sports Stadium.
- 33) Investigate Hazelwood Pondage waterway management options and pursue resolution of appropriate lease arrangements with International Power.
- 34) Support early childhood services and schools to increase physical activity and establish active transport for students, staff & families through the BE ACTIVE Program.
- 35) Increase children services and school registrations in the achievement program to create healthier environments and promote the health and wellbeing of children and young people.
- 36) In consultation with the senior community, review the Latrobe City Council Positive Ageing Plan 2009-2012 as a guiding document that identifies the needs and aspirations of our older community members.

Major Initiatives

- 37) Finalise the detailed design of the Morwell to Traralgon shared pathway feasibility study to improve connectivity between the two towns (\$Nil net cost).

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Home and community care	Participation	Participation in HACC service (Percentage of the municipal target population that receive a HACC service)	[Number of people that received a HACC service / Municipal target population for HACC services] x100
Home and community care	Participation	Participation in HACC service by CALD people (Percentage of the municipal target population in relation to CALD people that receive a HACC service)	[Number of CALD people who receive a HACC service / Municipal target population in relation to CALD people for HACC services] x100
Libraries	Participation	Active library members (Percentage of the municipal population that are active library members)	[Number of active library members / municipal population] x100
Maternal and child health	Participation	Participation in MCH key ages and stages visits (Percentage of children attending the MCH key ages and stages visits)	Number of actual MCH visits / Number of expected MCH visits] x100
Maternal and child health	Participation	Participation in MCH key ages and stages visits by Aboriginal children (Percentage of Aboriginal children attending the MCH key ages and stages visits)	[Number of actual MCH visits for Aboriginal children / Number of expected MCH visits for Aboriginal children] x100
Aquatic Facilities	Utilisation	Utilisation of aquatic facilities (The number of visits to pool facilities per head of municipal population)	Number of visits to aquatic facilities / Municipal population
Waste collection	Waste diversion	Kerbside collection waste diverted from landfill (Percentage of garbage, recyclables and green organics collected from kerbside bins that is diverted from landfill)	[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

2.3 Theme 3: Efficient, Effective & Accountable Governance

To achieve our objective of Efficient, Effective & Accountable Governance, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Building Maintenance	This unit is to deliver the cyclic maintenance program on Latrobe City Council buildings.	6,043 0 6,043
Community Information	Deliver professional customer service at all Latrobe City Council service centres and libraries in accordance with the Customer Service Plan 2012-2016.	3,517 (52) 3,465
Corporate Strategy	Administer corporate planning and reporting of Latrobe City Council.	425 0 425
Council Operations – Legal Council	Administer the operation of Council meetings. Administer legal advice and services for Latrobe City Council.	459 (41) 418
Financial Services	Administer financial management, advice and services of Latrobe City Council, administer procurement processes for goods and services within Latrobe City Council, administer payroll for Latrobe City Council staff and administer the database of properties within Latrobe City Council, including property valuation and municipal rate collection.	3,770 (263) 3,507
Health Services	Minimise the incidence of food borne illness pursuant to the Food Act. Deliver an Immunisation program in accordance with the Public Health and Wellbeing Act.	952 (420) 532
Infrastructure Maintenance	This unit is to provide maintenance services for Latrobe City's road, drainage, signage, footpath and tree networks and to Deliver cleansing services across the municipality, including footpath and street sweeping, public toilets, bus shelters, barbecues, rotundas and picnic shelters in accordance with specified standards and schedules.	14,122 (2,500) 11,622
Infrastructure Planning	Provide Traffic Management and Asset Management planning, advice and services for Latrobe City in accordance with statutory and regulatory timeframes.	2,615 (137) 2,478

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Information Services	Maintain the Latrobe City Council IT network infrastructure, assets, purchasing and licences and provide an effective secure environment for storage and disaster recovery. Develop and maintain a Geographical Information System (GIS) for broad use by the organisation. Maintain corporate information and Council documentation and information applications in accordance with regulatory guidelines.	3,747 0 3,747
Local Laws	Deliver customer focussed Local Law services across the municipality in accordance with Local Law No. 2 and other relevant legislation.	2,234 (1,111) 1,123
Mayoral and Council Support	Provide support services to Councillors of Latrobe City Council and deliver civic functions and events across Latrobe City.	713 0 713
Office of the CEO	Actively participate in the Gippsland Local Government Network.	674 0 674
People & Development	To provide advice, education and support to ensure the success of the organisation through effective leadership, resourcing and people management initiatives. To deliver a variety of learning initiatives and develop the knowledge, skills and confidence of our people.	1,042 0 1,042
Property and Statutory	Administer property management, advice and services of Latrobe City Council.	614 (162) 452
Risk and Compliance	Provide Latrobe City Council with risk management support and advice, coordinate Occupational Health and Safety responsibilities and develop and implement a compliance framework. Administer Freedom of Information requests, Information Privacy requirements, maintain public registers, policies, audit activities and electoral functions for Latrobe City Council.	1,905 (1) 1,904

Initiatives (Annual Actions)

- 38) Support delivery of Council's Audit Programs to assist in maintaining statutory obligations and ensuring the highest standards of organisational excellence are met.
- 39) Review Local Law No. 3 to ensure protection of Council assets and local amenity during building works and present to Council for consideration.
- 40) Complete the annual review of Latrobe City Council's Procurement Policy in accordance with the requirements of the Local Government Act 1989.
- 41) Finalise the review of Local Law No. 2 which contributes to the peace, order and good governance of Latrobe City and present to Council for consideration.
- 42) Review the Council Plan 2013-2017, present to Council for consideration and submit to the Minister for Local Government within the legislated timeframe.

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

- 43) Implement processes to ensure compliance with the changed environment for the Local Government performance reporting framework.
- 44) Implement and report on annual actions for the Latrobe City Cultural Diversity Action Plan 2014-2018.
- 45) Develop and implement a risk and compliance framework to guide decision making, reporting and service delivery across the organisation.
- 46) Undertake Strategic Risk and Insurable Risk Profiling, to review the strategic risk register and insurance program to ensure sufficient coverage for potential loss of council assets and activities.
- 47) Review the 10 Year Financial Plan in order to align with the objectives of the Council Plan 2013-2017.
- 48) Facilitate the development of the Annual Budget and present to Council for consideration.
- 49) Deliver 100% of Major initiatives for 2014/15.
- 50) Commence the review of the Building Asset Management Plan by collating building data to ensure a clear, achievable plan for future management of Council owned building assets.

Major Initiatives

- 51) Review the suitability and accessibility of the Council meeting format and schedule to create better opportunities for interaction between Council and the community. (\$Nil net cost).

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Animal management	Health and safety	Animal management prosecutions (Number of successful animal management prosecutions)	Number of successful animal management prosecutions
Food safety	Health and safety	Critical and major non-compliance notifications (Percentage of critical and major non-compliance notifications that are followed up by Council)	[Number of critical non-compliance notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance notifications and major non-compliance notifications about food premises] x100
Governance	Satisfaction	Satisfaction with Council decisions (Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community)	Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community
Roads	Satisfaction	Satisfaction with sealed local roads (Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)	Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads.

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

2.4 Theme 4: Advocacy For & Consultation With Our Community

To achieve our objective of Advocacy For & Consultation With Our Community, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Aboriginal Liaison	Strengthen the relationship between the local Aboriginal Community and Latrobe City Council by delivering on the Statement of Commitment.	56 0 56
Communications	Provide communications, marketing and public relations services on behalf of Latrobe City Council.	711 0 711
Community Engagement	Provide community engagement support services to Latrobe City Council.	220 0 220
Community Grants	Assist local community groups through the coordination and delivery of the annual Latrobe City community grants program.	466 0 466
Community Strengthening	Build community leadership, connectedness, inclusiveness and wellbeing by advocating on behalf of the community, and partnering with them to deliver and facilitate a range of projects, programs, strategies and action plans.	853 (30) 823
Disability Access and Inclusion	Develop and implement the Rural Access Plan and develop and implement the Disability Action Plan.	220 (134) 86
Emergency Management	Provide Emergency Management services including preparedness, planning, response and recovery.	452 (287) 166
Healthy Communities	Work in partnership with the community to address causes of chronic preventable disease by developing local solutions for healthy living, encourage healthy eating and physical activity, and reduce smoking and harmful alcohol use.	1,512 (991) 521
International Relations	Deliver International Relations services in accordance with the Latrobe City International Relations Plan.	177 (0) 177
Regional Partnerships	Provide regional leadership and facilitate a successful transition for Latrobe City to a low carbon future.	361 (71) 290

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

Initiatives (Annual Actions)

- 52) 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 and construction of West link as an alternative.
- 53) Advocate for the progression of an appropriate Tyers sewerage/wastewater management system solution
- 54) Develop Latrobe City Council's Community Engagement Plan to establish more effective and focused community consultation procedures.
- 55) Deliver Year 3 actions from the Latrobe City International Relations Plan 2011-2014 to enhance cultural and economic benefits.
- 56) Deliver the Children's Services Expo during Children's Week to promote early years services provided across Latrobe City.
- 57) Develop and implement the annual Disability Action Plan to focus on equitable access to infrastructure and services provided by Latrobe City Council.
- 58) Conduct quarterly briefing sessions with parliamentarians representing the Executive Office municipal area to provide advice, promote and advocate for local and regional priorities.
- 59) Develop a revised 'Securing our Future' publication that identifies local opportunities and challenges and supports advocacy initiatives with State and Federal Governments.
- 60) Work with Vic Roads and VicTrack for improvements to the maintenance and attractiveness of road and railway reserves, including town entrances.
- 61) Lobby Federal, State and Local Government organisations to source locally produced Australian Paper.
- 62) Council will meet with major local companies regularly to increase understanding and target support for local business and industry.

Major Initiatives

- 63) Develop a "Position Paper" to advance financial return to the community for mining activities within Latrobe City. (\$Nil net cost).

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

2.5 Theme 5: Planning For The Future

To achieve our objective of Planning For The Future, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

Services

Business Area	Description of services provided	Expenditure
		(Revenue) Net Cost \$'000
Building Services	Provide building advice, statutory services and enforcement action in accordance with the Building Act.	502 <u>(130)</u> 372
Environment Sustainability	Provide Environmental planning, advice and services to internal and external stakeholders.	3,192 <u>(1,041)</u> 2,151
Landfill Services	Operate and maintain the Latrobe City Hyland Highway Municipal Landfill facility in accordance with Environment Protection Authority licence conditions.	7,168 <u>(2,526)</u> 4,643
Statutory Planning	Provide statutory planning services, advice and enforcement action in accordance with the Latrobe Planning Scheme and Planning and Environment Act.	1,181 <u>(186)</u> 995
Strategic Planning	Provide strategic planning services and advice in accordance with the Latrobe Planning Scheme and Planning and Environment Act.	1,028 <u>(5)</u> 1,023
Urban Growth	Develop, assess and coordinate the implementation of Development Plans and Development Contribution Plans for growth areas of Latrobe City.	583 <u>0</u> 583

Initiatives (Annual Actions)

64) Undertake improvements to Council's statutory planning procedures and delegations to improve timely processing of planning applications.

65) Assess 80% of planning permit applications within 60 days as reported in the Department of Planning and Community Development Planning Permit Application Reporting System (PPARS).

66) Work closely with key stakeholders to progress the assessment of Development Plans and subsequent planning permits to ensure new communities are well planned and provided with necessary public infrastructure.

67) Review the current design guidelines to allow the adoption of the Infrastructure Design Manual.

68) Progress preparation of a Precinct Structure Plan for the Lake Narracan Growth Area including planning scheme amendment documentation and a revised Moe/Newborough Structure Plan

69) Participate in the delivery of the Waterhole Creek Waterway Management Plan, together with the West Gippsland Catchment Management Authority and identified stakeholders.

70) Implement actions from the Latrobe City Natural Environment Sustainability Strategy to achieve identified biodiversity and sustainability outcomes.

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

Major Initiatives

71) Finalise the Latrobe Planning Scheme review to provide a strategic vision for land use planning in Latrobe City. (\$0.090 million net cost).

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Statutory Planning	Decision making	Council planning decisions upheld at VCAT (Percentage of planning application decisions subject to review by VCAT and that were upheld in favour of the Council)	[Number of VCAT decisions that upheld Council's decision in relation to a planning application / Number of decisions in relation to planning applications subject to review by VCAT] x100

2014/2015 Budget

Activities, Initiatives & Service Performance Indicators

2.10 Performance statement

The service performance indicators detailed in the preceding pages will be reported on within the Performance Statement which is prepared at the end of the year as required by section 132 of the Act and included in the 2014/15 Annual Report. The Performance Statement will also include reporting on prescribed indicators of financial performance (outlined in section 8) and sustainable capacity, which are not included in this budget report. The full set of prescribed performance indicators are audited each year by the Victorian Auditor General who issues an audit opinion on the Performance Statement. The major initiatives detailed in the preceding pages will be reported in the Annual Report in the form of a statement of progress in the report of operations.

2.11 Reconciliation with budgeted operating result

	Net Cost (Revenue) \$'000	Expenditure \$'000	Revenue \$'000
Job Creation & Economic Sustainability	1,754	2,868	1,114
Appropriate, Affordable & Sustainable Facilities, Services & Recreation	30,209	51,727	21,517
Efficient, Effective & Accountable Governance	38,144	42,830	4,686
Advocacy For & Consultation With Our Community	3,517	5,030	1,512
Planning For The Future	9,766	13,654	3,887
Total activities & initiatives	83,390	116,108	32,717
Other non-attributable	(988)		
Deficit before funding	82,402		
Funding sources:			
Rates & charges	69,400		
Capital grants	13,741		
Grants Commission	9,100		
Developer Contributions	2,041		
Total funding sources	94,282		
Surplus for the year	11,880		

2014/2015 Budget Budget Influences

3. Budget influences

This section sets out the key budget influences arising from the internal and external environment within which the Council operates.

3.1 Snapshot of Latrobe City Council

Latrobe City is made up of four major urban centres: Churchill, Moe/Newborough, Morwell and Traralgon, with smaller townships of Boolarra, Glengarry, Toongabbie, Tyers, Traralgon South, Yallourn North, and Yinnar.

Latrobe Valley is located only 70 minutes from the outskirts of Melbourne with a population of over 73,900 residents. Latrobe City boasts all of the recreational and cultural facilities of a large diverse regional centre with the added benefit of being nestled amongst some of the best tourist attractions in the state.

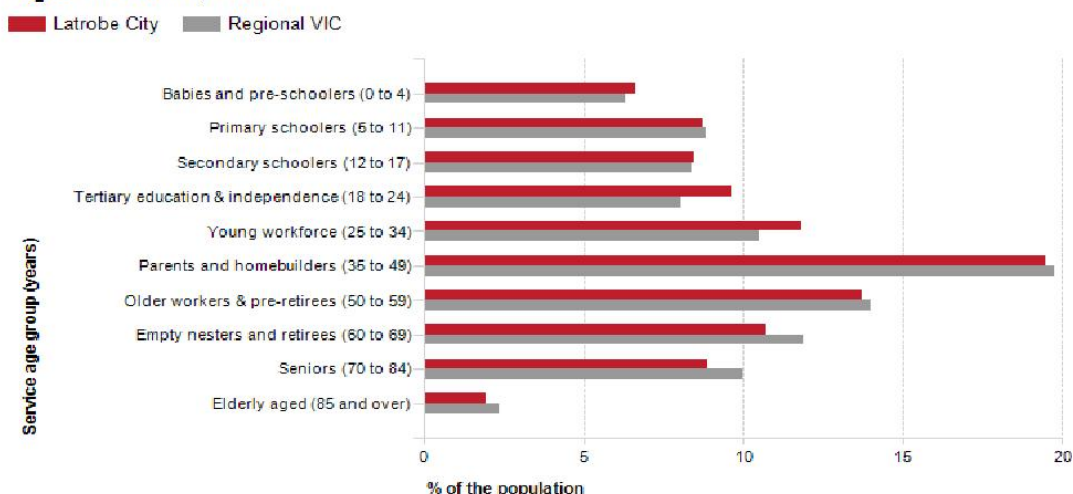
Population

The population of Latrobe City is growing at an increasing rate. It rose from 72,003 people in 2006, to 73,929 in 2012 an increase of 2.7% over 6 years. Population forecast estimates suggest population growth of around 1.4% annually which equates to an average of approximately 885 residents per annum (or 1.4% pa) (Source: March 2014 Latrobe Population & Economic Indicators).

Ageing population

Latrobe has fewer family households 25.9% than the Regional Victoria average of 27.8% and a higher proportion of lone person households of 27.8% compared to 26.8% in Regional Victoria. The age structure chart shows that the main areas where there are increases in Latrobe are in the tertiary education and independence (18-24), young workforce (25-34) and decreases in the over 50 age brackets.

Age structure, 2011



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Usual residence data)
Compiled and presented in profile.id by .id, the population experts.



2014/2015 Budget Budget Influences

Cultural diversity

Latrobe City today is a culturally diverse and vibrant community with a proud history of innovation and visionary development highly innovative and creative; the Latrobe City has become the seedbed for many exciting projects.

Latrobe City has a significant indigenous community. Though not as large as that found in East Gippsland, Aboriginal and Torres Strait Islander people made up 1.5% (1,060) of the population in the 2011 Census. This is an increase of almost 200 residents identifying as indigenous from the 2006 Census.

There is also a growing community of non-English speaking background population. In 2011, the total population born in a NESB country was 7.9%, low compared to total Victoria, but high compared to regional Victoria (5.5%). The largest groups of NESB residents were from the Netherlands, Italy, Germany, Malta, Philippines, China, India and Sudan. (Source: Informed Decisions, Latrobe City Summary of current population and economic characteristics).

Housing

Residential property and land prices in Latrobe have historically been below the medians for regional Victoria and neighbouring municipalities. In 2011, there were approximately 32,478 dwellings in the municipality, with an average household size of 2.38.

Education

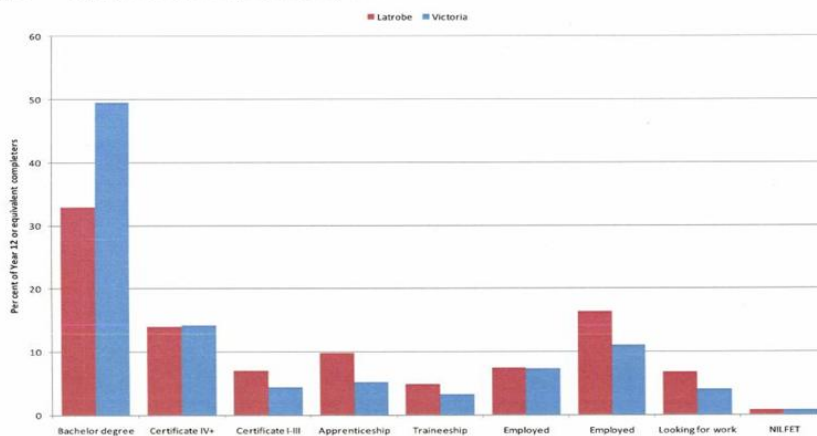
Latrobe City is home to a number of education and training facilities including 34 primary schools, 17 secondary schools, three special schools, a university and three TAFE campuses. At last count there were 11,732 residents enrolled in primary or secondary school. From 2006 to 2011 the proportion of residents who completed year 12 increased from 29.2% to 34.2%. In 2011, 39.4% of residents had a post-compulsory qualification through either the TAFE, university or other training providers. GippsTAFE has 13,397 enrolments and Federation University Australia, 3,642 in 2012.

Occupation

Compared to the three other regional cities in Victoria, between 2002 and 2012, Latrobe City experienced the highest total growth (an increase of 36.54%) in the number of jobs over the ten year period, from 28,275 jobs in 2002 to 38,607 jobs in 2012. Over the same period, the number of jobs in Greater Bendigo increased by 28.12%, Greater Geelong increased by 24.19% and Ballarat increased by 30.73%.

2014/2015 Budget Budget Influences

Figure 1 Destinations of 2011 Year 12 or equivalent completers, Latrobe LGA and Victoria



Notes: 1. Completers who deferred a place at university or TAFE/VET have been allocated to their labour market destinations.
2. NILFET is 'not in the labour force, education or training'.

The On Track Survey 2011: Latrobe LGA Report

3

3.2 External influences

In preparing the 2014/15 budget, a number of external influences have been taken into consideration, as they are likely to impact significantly on the services delivered by Council in the budget period. These include:

- Wage rate rise agreements of 4.00% p.a. included in the current Enterprise Bargaining Agreement which is due to be renewed during 2014/15. Thereafter a 3.00% increase is assumed in line with CPI forecasts;
- Banding increases of approximately 0.5% p.a;
- Increase in the Superannuation Guarantee from 9.25% to 9.5%;
- Consumer Price Index (CPI) increases on goods and services of 2.7% through the year to December quarter 2013 (ABS release 22 January 2014). State-wide CPI is forecast to be 2.5% for the 2014/15 year (Victorian Budget Papers 2013/14);
- Minimal increases in government funding;
- Increases of 10% in the levy payable to the State Government upon disposal of waste into landfill. The levy on municipal waste has increased from \$7 per tonne in 2009/10 to \$29.30 per tonne in 2014/15;
- The Fire Services Property Levy will continue to be collected by Council on behalf of the State Government in line with the Fire Services Property Levy Act 2012;
- Receipt of significant capital works funding of \$7.000 million for the construction of Stage One of the Moe Rail Precinct Revitalisation project.
 - Notification from Council's utility suppliers indicate annual increases greater than CPI.
 - Notification from Council's insurance suppliers indicate annual increases greater than CPI.

2014/2015 Budget Budget Influences

3.3 Internal influences

As well as external influences, there were also a number of internal influences arising from the 2012/13 year which have had a significant impact on the setting of the budget for 2014/15. The most significant of these is the funds received in 2013/14 that will be required to be carried forward for both capital and operational projects of which a significant proportion is government grant funding.

3.4 Budget principles

In response to these significant influences, guidelines were prepared and distributed to all Council officers with budget responsibilities. The guidelines set out the key budget principles upon which the officers were to prepare their draft budgets. The principles included:

- Existing fees and charges to be increased in line with CPI or market levels;
- Grants to be based on confirmed funding levels or estimated at a maximum increase of 1% less than CPI;
- Service levels to be maintained at 2013/14 levels, with the exception of expansion due to demand from growth, with an aim to use less resources with an emphasis on innovation and efficiency;
- New staff proposals to be justified through a business case;
- Contract labour and consulting services only to be utilised where required to secure core service delivery.
- On a cash basis Council budgets for a break even result.

3.5 Long term strategies

The budget includes consideration of a number of long term strategies and contextual information to assist Council to prepare the Budget in a proper financial management context. These include a Strategic Resource Plan for 2014/15 to 2017/18 (section 8), Rating Information (section 9) and Other Long Term Strategies (section 10) including borrowings, infrastructure and service delivery.

2014/2015 Budget Analysis of Operating Budget

4. Analysis of operating budget

This section of the report analyses the operating budget including expected income and expenses of the Council for the 2014/15 year.

4.1 Budgeted income statement

	Ref	Forecast Actual 2013/14 \$'000	Budget 2014/15 \$'000	Variance \$'000
Total income	4.2	117,886	128,400	10,513
Total expenses	4.3	(114,272)	(116,520)	(2,247)
Surplus (deficit) for the year		3,614	11,880	8,266
Grants – capital non-recurrent	4.2.3	(8,680)	(12,566)	(3,886)
Developer Contributions	4.2.7	(2,046)	(2,041)	5
Underlying surplus (deficit)	4.1.1	(7,112)	(2,727)	4,385

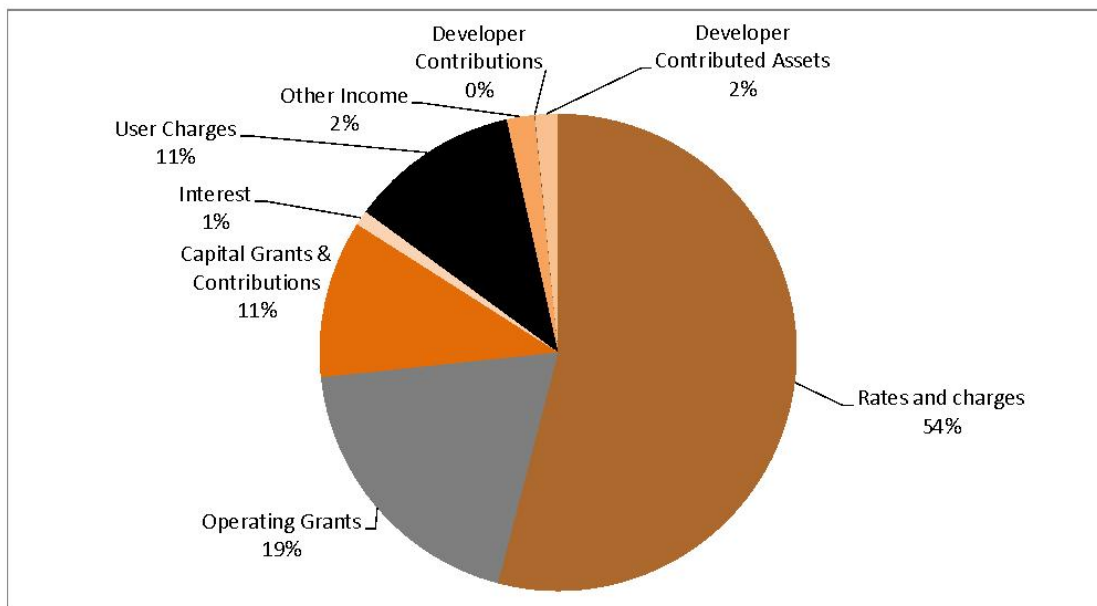
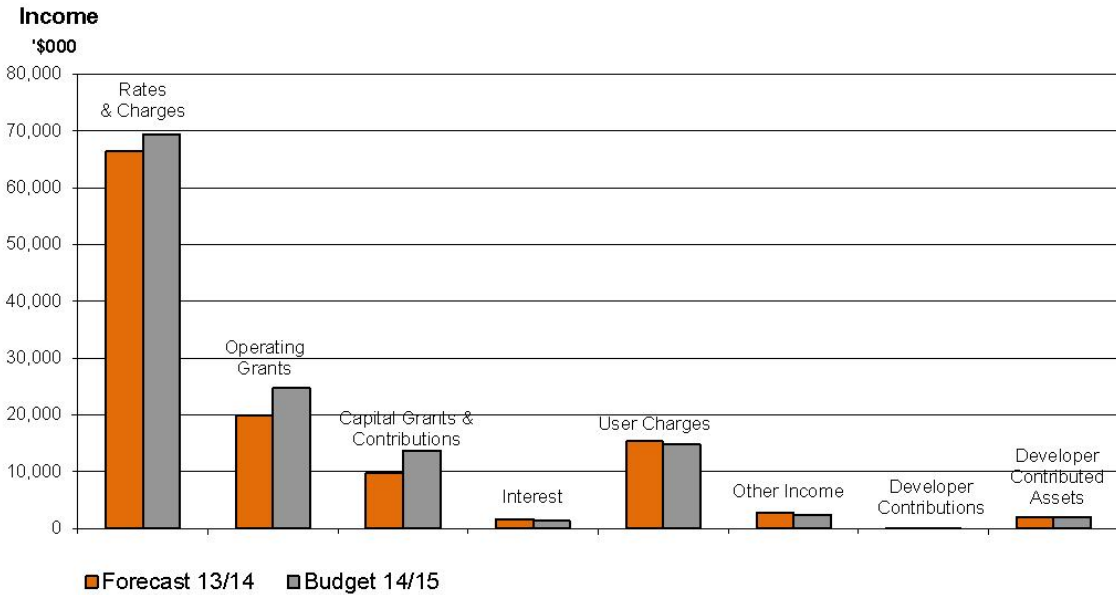
4.1.1 Underlying deficit (\$4.385 million decrease)

The underlying result is the net surplus or deficit for the year adjusted for capital contributions, contributions of non-monetary assets and other once-off adjustments. It is a measure of financial sustainability as it is not impacted by non-recurring or once-off items of income and expenses which can often mask the operating result. The underlying result for the 2014/15 year is a deficit of \$2.727 million which is a decrease of \$4.386 million over the 2013/14 year. The forecasted and budgeted underlying deficits are a result of expenditure incurred relating to government grants and other funding generated in previous financial years which was carried forward in accumulated surplus and reserves. On a cash basis Council budgets for a break even result each year.

4.2 Income

Income Types	Ref	Forecast Actual 2013/14 \$'000	Budget 2014/15 \$'000	Variance \$'000
Rates and charges	4.2.1	66,404	69,400	2,996
Operating Grants	4.2.2	19,879	24,756	4,877
Capital Grants & Contributions	4.2.3	9,855	13,741	3,886
Interest	4.2.4	1,596	1,300	(296)
User Charges	4.2.5	15,323	14,747	(576)
Other Income	4.2.6	2,783	2,415	(368)
Developer Contributions	4.2.7	46	41	(5)
Developer Contributed Assets	4.2.8	2,000	2,000	0
Total income		117,886	128,400	10,513

2014/2015 Budget Analysis of Operating Budget



4.2.1 Rates and charges (\$2.996 million increase)

It is proposed that General rates and charges income, excluding supplementary rates of \$0.407 million, will increase by a total of 3.9% or \$2.996 million over the total rate income for 2013/14, to \$69.400 million. Of this increase 0.50% or \$10 per service is directly attributable to the garbage charge to assist in achieving full cost recovery of capital landfill costs and 0.07% or \$0.047 million is directly attributable to the State Government imposed Landfill levy. Section 9. "Rating Information" includes a more detailed analysis of the rates and charges to be levied for 2014/15.

2014/2015 Budget Analysis of Operating Budget

4.2.2 Operating grants (\$4.877 million increase)

Operating grants and contributions include all monies received from State and Federal sources for the purposes of funding the delivery of Council's services to ratepayers. Overall, the level of grants and contributions is expected to increase by 24.5% or \$4.877 million compared to 2013/14. This increase primarily relates to the Victoria Grants Commission (VGC) advanced part of the 2013/14 funding in the 2012/13 financial year thus reducing the grants amount shown for 2013/14. It has been assumed in this budget that all 2014/15 funds will be received from the VGC in that year thus showing a large favourable variation but not truly reflective of the estimated 2% increase in funding.

	Forecast 2013/14 \$'000	Budget 2014/15 \$'000	Variance \$'000
<i>Recurrent - Commonwealth Government</i>			
Employment Development	327	545	218
Family & Children Services	362	345	(17)
Environment Sustainability	26	26	(0)
Health	57	25	(32)
Recreation, Parks and Gardens	23	20	(3)
Libraries	13	14	0
Strategic Planning	19	10	(9)
HACC Services	29	5	(24)
<i>Recurrent - State Government</i>			
Victorian Grants Commission	5,584	11,600	6,016
HACC Services	4,172	4,363	191
Family & Children Services	4,856	3,958	(897)
Libraries	481	491	10
Community Support	313	319	6
Arts & Leisure	145	145	0
Employment Development	110	107	(3)
Local Laws	100	100	0
Regional Partnerships	91	71	(20)
Other	15	14	(1)
Total Recurrent Grants	16,724	22,158	5,433
<i>Non Recurrent - Commonwealth Government</i>			
Recreation, Parks and Gardens	71	1,015	943
Environment Sustainability	646	0	(646)
Other	6	0	(6)
<i>Non Recurrent - State Government</i>			
Healthy Communities	1,007	991	(16)
Recreation, Parks and Gardens	199	300	101
Community Support	119	280	161
Economic Development	153	6	(147)
Arts & Leisure	0	4	4
Natural Disaster Recovery	833	0	(833)
Fire Service Property Levy Implementation Grant	106	0	(106)
Other	15	2	(13)
Total Non-recurrent grants	3,155	2,598	(557)

2014/2015 Budget Analysis of Operating Budget

4.2.3 Capital grants and contributions (\$3.886 million increase)

Capital grants and contributions include all monies received from State, Federal and community sources for the purposes of funding the capital works program. Overall the level of grants and contributions is expected to increase by \$3.886 million compared to 2013/14 mainly associated with specific funding for some large capital works projects in 2014/15. e.g. Heavy Industrial Park road infrastructure construction, Moe Rail Precinct Revitalisation Project and Latrobe Regional Airport Expansion Works. Section 6. "Analysis of Capital Budget" includes a more detailed analysis of the grants and contributions expected to be received during the 2014/15 year.

	Forecast 2013/14 \$'000	Budget 2014/15 \$'000	Variance \$'000
<i>Recurrent - Commonwealth Government</i>			
Roads to Recovery	1,175	1,175	0
<i>Recurrent - State Government</i>			
	0	0	0
Total Recurrent Grants	1,175	1,175	0
<i>Non Recurrent - Commonwealth Government</i>			
Buildings	1,971	5,300	3,329
Drainage	40	0	(40)
<i>Non Recurrent - State Government</i>			
Buildings	2,530	4,326	1,796
Roads	3,196	2,500	(696)
Footpaths	400	250	(150)
Playgrounds	195	120	(75)
Drainage	0	50	50
Carparks	106	0	(106)
<i>Local Contributions</i>			
Roads	243	20	(223)
Total Non-recurrent grants	8,680	12,566	3,886

4.2.4 Interest income (\$0.296 million decrease)

Interest income includes interest on investments. Interest on investments is forecast to decrease by \$0.297 million compared to 2013/14. This is mainly due to a forecast decrease in Council's available cash reserves during 2014/15 as a result of the completion of a number of major projects.

4.2.5 User charges (\$0.576 million decrease)

User charges relate mainly to the recovery of service delivery costs through the charging of fees to users of Council's services. These include separate rating schemes, waste services, animal fees, use of leisure, entertainment and other community facilities and the provision of human services such as family day care and home care services. In setting the budget, the key principles for determining the level of user charges has been to ensure that increases do not exceed CPI increases and/or market levels. The decrease of \$0.576 million in total fees and charges expected from 2013/14 to 2014/15 is an mainly due to higher than anticipated landfill fee revenue being received during 2013/14. A detailed listing of fees and charges is set out in Appendix D hereto.

2014/2015 Budget Analysis of Operating Budget

4.2.6 Other income (\$0.368 million decrease)

Other income relates to a range of items such as property rental/leases, private works, cost recoups and other miscellaneous income items. It also includes interest income on rate arrears.

It is projected that other income will decrease by \$0.368 million mainly due to a one off insurance claim refund received during 2013/14 together with higher than expected interest on rates revenue received during the 2013/14 year.

4.2.7 Developer contributions - cash (\$0.005 million decrease)

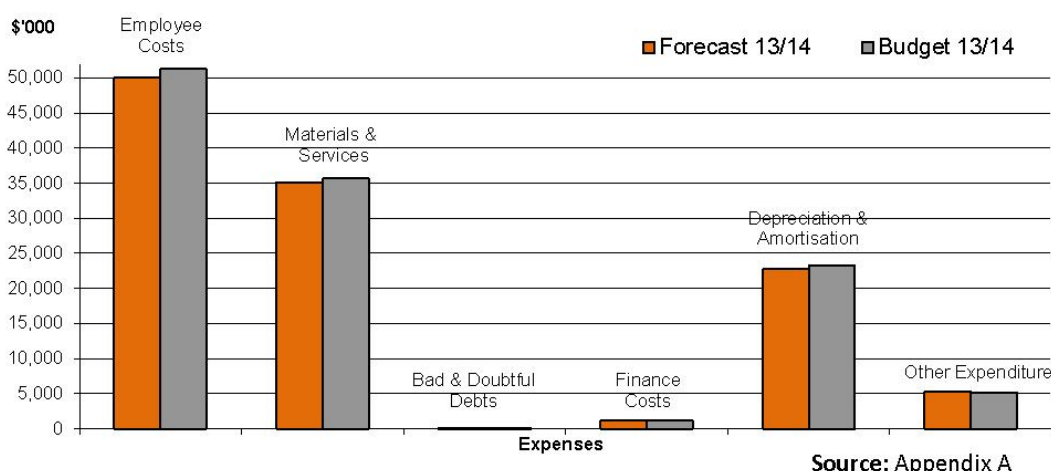
Contributions relate to monies paid by developers in regard to public open space, drainage and other infrastructure in accordance with planning permits issued for property development. The 2014/15 budget is in line with current year forecasts.

4.2.8 Developer contributed assets (no change)

It is expected that contributed assets from developers in 2014/15 will be the same as in 2013/14. This item relates to expected infrastructure assets handed over to Council from new subdivisions.

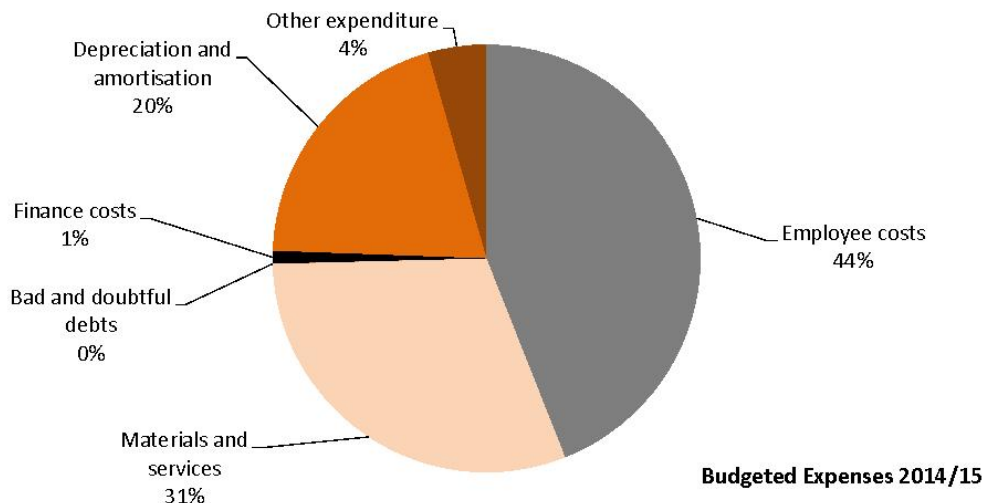
4.3 Expenses

Expense Types	Ref	Forecast	Budget	Variance
		Actual 2013/14 \$'000	2014/15 \$'000	\$'000
Employee costs	4.3.1	49,978	51,262	1,284
Materials and services	4.3.2	35,082	35,659	576
Bad and doubtful debts	4.3.3	20	16	(4)
Finance costs	4.3.4	1,183	1,129	(54)
Depreciation and amortisation	4.3.5	22,740	23,300	560
Other expenditure	4.3.7	5,269	5,154	(115)
Total expenses		114,272	116,520	2,362



Source: Appendix A

2014/2015 Budget Analysis of Operating Budget



4.3.1 Employee costs (\$1.284 million increase)

Employee costs include all labour related expenditure such as wages and salaries and on-costs such as allowances, leave entitlements, employer superannuation, workcover, etc.

Employee costs are forecast to increase by 2.6% or \$1.284 million compared to 2013/14 forecast. The 2013/14 forecast incorporates realised savings compared to budget of \$0.480 million due to staff vacancies throughout the year. This increase relates primarily to increases in externally funded positions, increased resources in line with adopted strategies and plans and increases in accordance with Council's Enterprise Bargaining Agreement and annual award increases for banded staff.

A decrease in full time equivalent positions has been forecast in 2014/15. The primary decrease relates to structural changes within the organisation, these have been partially offset by an increase of funded positions within Child and Family Services and Community Health and Well-being together with additional resources contracted until 31 December 2014 in relation to the implementation of a new procurement policy.

2014/2015 Budget Analysis of Operating Budget

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

Division	Budget 2014/15 \$'000	Permanent Full Time \$'000	Comprises	
			Permanent Part Time	\$'000
Office of the CEO	2,035	1,688		346
Planning & Development	5,571	4,993		579
City Infrastructure	13,681	11,704		1,978
Governance and Organisational Development	5,684	5,034		651
Community Liveability	20,637	8,437		12,201
Total	47,609	31,855		15,754
Casuals and other	3,653			
Total expenditure	51,262			

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Division	Budget FTE	Permanent Full Time FTE	Comprises	
			Permanent Part Time	FTE
Office of the CEO	16.5	13.0		3.5
Planning & Development	53.8	47.0		6.8
City Infrastructure	163.1	134.0		29.1
Governance and Organisational Development	55.5	47.0		8.5
Community Liveability	256.0	83.0		173.0
Total	545	324.0		220.9
Casuals and other	44			
Total staff	589			

The most significant increases in employee costs by service unit are summarised below:

Division	Service Unit	Forecast	Budget 2014/15 \$'000	Variance \$'000
		Actual 2013/14 \$'000		
City Infrastructure	Infrastructure Development	2,850	3,160	311
	Recreational liveability	4,422	4,678	256
Community Liveability	Community Health & Wellbeing	6,392	6,743	351
	Community Information Services	4,084	4,331	247
Planning & Development	Arts, Events, Tourism & International Relations	1,793	1,960	167

2014/2015 Budget Analysis of Operating Budget

4.3.2 Materials and services (\$0.576 million increase)

Materials and services are forecast to increase by 1.6% or \$0.576 million compared to 2013/14. This relates mainly to an increase in expenditure within the capital works operating program which includes works that are of a capital nature but do not meet the definition of capital expenditure due to them either not being on Council owned/or controlled assets or not relating to an asset class recognised by Council. The total increase of operating capital is \$1.233 million, program details are set out in appendix C hereto. This has been partially offset by an emphasis on innovation and efficiency across the organisation.

4.3.3 Bad and doubtful debts (\$0.004 million decrease)

Bad and doubtful debts is expected to reduce by \$0.004 million for the 2013/14 financial year.

4.3.4 Finance costs (\$0.054 million decrease)

Finance costs relate to interest charged by financial institutions on borrowed funds. The budgeted decrease in these costs is due to a number of loans being fully repaid during the 2013/14 year together with lower interest rates for new borrowings.

4.3.5 Depreciation and amortisation (\$0.560 million increase)

Depreciation relates to the usage of Council's property, plant and equipment including infrastructure assets such as roads and drains. The projected increase of \$0.560 million is mainly due to the increased landfill amortisation requirements resulting from the creation of new landfill cells together with the anticipated completion of new council assets. Refer to section 6. Analysis of Capital Budget" for a more detailed analysis of Council's capital works program for the 2014/15 year.

4.3.7 Other Expenditure (\$0.115 million decrease)

Other expenditure relates to a range of unclassified items including contributions to community groups, advertising, insurances, audit costs, levies and other miscellaneous expenditure items. Other expenditure is expected to reduce by \$0.115 million for the 2014/15 financial year predominantly due to a forecast decrease in the amount of waste being delivered to the landfill, resulting in an overall reduction in the amount of landfill levy fees payable to the State Government.

2014/2015 Budget Analysis of Budgeted Cash Position

5. Analysis of budgeted cash position

This section analyses the expected cash flows from the operating, investing and financing activities of Council for the 2014/15 year. Budgeting cash flows for Council is a key factor in setting the level of rates and providing a guide to the level of capital expenditure that can be sustained with or without using existing cash reserves.

The analysis is based on three main categories of cash flows:

Operating activities - Refers to the cash generated or used in the normal service delivery functions of Council. Cash remaining after paying for the provision of services to the community may be available for investment in capital works, or repayment of debt.

Investing activities - Refers to cash generated or used in the enhancement or creation of infrastructure and other assets. These activities also include the acquisition and sale of other assets such as vehicles, property and equipment.

Financing activities - Refers to cash generated or used in the financing of Council functions and include borrowings from financial institutions and advancing of repayable loans to other organisations. These activities also include repayment of the principal component of loan repayments for the year.

2014/2015 Budget Analysis of Budgeted Cash Position

5.1 Budgeted cash flow statement

	Ref	Forecast Actual 2013/14 \$'000	Budget 2014/15 \$'000	Variance \$'000
Cash flows from operating activities	5.1.1			
<i>Receipts</i>				
Rates and charges		63,626	69,078	5,452
Grants - operating		19,879	23,403	3,524
Grants - capital		9,855	13,677	3,822
User fees and fines		15,323	14,679	(644)
Interest		1,596	1,294	(302)
Developer Contributions		46	41	(5)
Other Receipts		2,784	3,688	904
		113,109	125,860	12,751
<i>Payments</i>				
Employee costs		(56,310)	(50,473)	5,837
Materials and services		(33,146)	(31,318)	1,828
Other Payments		(11,436)	(10,806)	630
		(100,892)	(92,597)	8,295
Net cash provided by operating activities		12,217	33,263	21,046
Cash flows from investing activities	5.1.2			
Proceeds from sales of property, plant & equipment		629	1,635	1,006
Payments for property, plant & equipment		(29,955)	(43,230)	(13,275)
Proceeds from sales of other financial assets		19,500	0	(19,500)
Net cash used in investing activities		(9,826)	(41,595)	(31,769)
Cash flows from financing activities	5.1.3			
Finance costs		(1,183)	(1,129)	54
Proceeds from borrowings		8,970	3,350	(5,620)
Repayment of borrowings		(3,705)	(3,341)	364
Net cash used in financing activities		4,082	(1,120)	(5,202)
Net increase (decrease) in cash held		6,473	(9,452)	(15,925)
Cash and cash equivalents at the beginning of the year		27,663	34,136	6,473
Cash and cash equivalents at the end of the year	5.1.4	34,136	24,685	9,451

2014/2015 Budget Analysis of Budgeted Cash Position

5.1.1 Operating activities (\$21.046 million increase)

The increase in cash inflows from operating activities is due mainly to a \$5.452 million increase in rates and charges, which is due to a rate increase of 3.9% together with the assumption that majority of the 2013/14 outstanding rates will be collected during 2014/15. Both operating and capital grants have increased significantly which will assist in funding the capital works program and one off projects.

The net cash flows from operating activities does not equal the surplus (deficit) for the year as the expected revenues and expenses of the Council include non-cash items which have been excluded from the Cash Flow Statement. The budgeted operating result is reconciled to budgeted cash flows available from operating activities as set out in the following table.

	Forecast Actual 2013/14 \$'000	Budget 2014/15 \$'000	Variance \$'000
Surplus (deficit) for the year	3,614	11,880	8,266
Depreciation	22,740	23,300	560
Finance Costs	1,183	1,129	(54)
Developer contributed assets	(2,000)	(2,000)	0
Net movement in current assets and liabilities	(13,320)	(1,046)	12,275
Cash flows available from operating activities	12,217	33,263	21,047

5.1.2 Investing activities (\$31.769 million decrease)

The increase in payments for investing activities represents the planned increase in capital works expenditure disclosed in section 6 of this budget report. This increase is largely due to an increase in government grants for the 2014/15 capital program. Proceeds from sale of other financial assets is forecast to be \$19.500 million in 2013/14 which relates to the redemption of cash investments of greater than 3 months. As at the 30 June 2015 there is anticipated to be no investments with a maturity of greater than 3 months to be held.

5.1.3 Financing activities (\$5.202 million decrease)

For 2014/15 the total of loan principal repayments is \$0.364 million less than the 2013/14 year and interest payments are decreasing by \$0.054 million. New borrowings of \$3.350 million are proposed in 2014/15 to assist in funding the Morwell Heavy Industrial Park road infrastructure construction and the next stage of the Moe Rail Precinct Revitalisation Project.

5.1.4 Cash at end of the year (\$9.452 million decrease)

Total cash holdings are forecast to decrease by \$9.452 million primarily due to net capital works of \$7.708 million funded in 2013/14 but carried forward for completion in 2014/15, together with operating programs that received advance funding, but will be completed in 2014/15.

2014/2015 Budget Analysis of Budgeted Cash Position

5.2 Restricted and unrestricted cash and investments

Cash and cash equivalents held by Council are restricted in part, and not fully available for Council's operations. The budgeted cash flow statement above indicates that Council is estimating at 30 June 2014 it will have cash and investments of \$24.684 million, which has been restricted as shown in the following table.

	Ref	Forecast Actual 2014 \$'000	Budget 2015 \$'000	Variance \$'000
Total cash and investments		34,136	24,685	(9,451)
Restricted cash and investments				
- Statutory reserves	5.2.1	(1,862)	(1,903)	(41)
- Trust funds and deposits	5.2.2	(1,566)	(1,613)	(47)
Unrestricted cash and investments	5.2.4	30,708	21,169	(9,539)

Source: Appendix A

5.2.1 Statutory reserves (\$1.903 million)

These funds must be applied for specified statutory purposes in accordance with various legislative requirements. While these funds earn interest revenues for Council, the funds are not available for other purposes. During the 2014/15 year \$0.041 million is budgeted to be transferred to Statutory Reserves. Statutory reserves include funds held by Council for specific development purposes including off street parking, road works, street lighting, drainage, playgrounds and public open space and tree planting development.

5.2.2 Trust funds and deposits (\$1.613 million)

These funds include security deposits, contract retention and other sundry deposits and bonds. These must be held and refunded in accordance with various legislative and contractual requirements. Whilst these funds earn interest income for Council, they are not available for other purposes.

5.2.4 Unrestricted cash and investments (\$21.169 million)

These funds are free of all specific Council commitments and represent funds available to meet daily cash flow requirements, unexpected short term needs and any budget commitments which will be expended in the following year such as grants and contributions. Council regards these funds as the minimum necessary to ensure that it can meet its commitments as and when they fall due without borrowing further funds. A high level of working capital is required as 60% of Council's rate income is not received until February and onwards each year. The cash balance remaining is predominantly associated with liabilities for employee provisions together with landfill reserves to assist in funding future landfill cell constructions.

2014/2015 Budget Analysis of Capital Budget

6. Analysis of capital budget

This section of the report analyses the planned capital expenditure budget for the 2014/15 year and the sources of funding for the budget.

6.1 Capital works

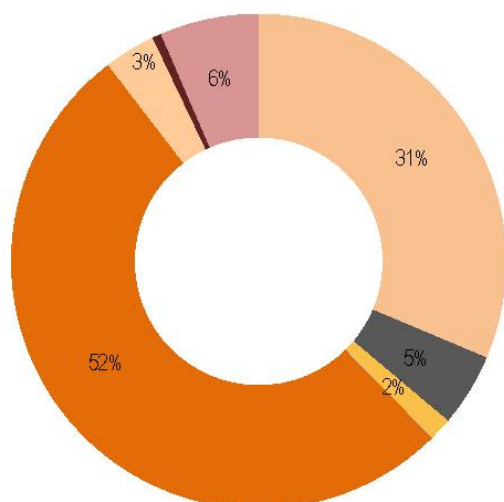
Capital Works Areas	Ref	Forecast Actual 2013/14 \$'000	Budget 2014/15 \$'000	Variance \$'000
Works carried forward	6.1.1			
<i>Property</i>				
Land, Buildings & Improvements		604	2,093	1,489
Total Property		604	2,093	1,489
<i>Plant & Equipment</i>				
Plant & Equipment		86	0	(86)
Furniture & Equipment		441	84	(357)
Total Plant & Equipment		527	84	(443)
<i>Infrastructure</i>				
Roads		3,763	4,392	629
Footpaths & Cycleways		765	104	(661)
Bridges & Culverts		25	0	(25)
Off Street Carparks		798	270	(528)
Drainage		0	764	764
Playgrounds		340	0	(340)
Landfill Cell Construction		167	0	(167)
Total Infrastructure		5,859	5,530	(328)
Total works carried forward		6,990	7,708	718
New works				
<i>Property</i>				
Land, Buildings & Improvements	6.1.2	5,364	11,461	6,097
Total Property		5,364	11,461	6,097
<i>Plant & Equipment</i>				
Plant & Equipment	6.1.3	2,311	2,065	(246)
Furniture & Equipment		1,034	558	(476)
Artworks		15	15	0
Total Plant & Equipment		3,360	2,638	(722)
<i>Infrastructure</i>				
Roads	6.1.4	11,287	15,550	4,263
Footpaths & Cycleways		1,162	1,390	228
Bridges & Culverts		700	500	(200)
Off Street Carparks		355	240	(115)
Drainage		322	691	369
Playgrounds		415	252	(163)
Landfill Cell Construction			2,800	2,800
Total Infrastructure		14,241	21,423	7,182
Total new works		22,965	35,522	12,557
Total capital works		29,955	43,230	13,275

2014/2015 Budget Analysis of Capital Budget

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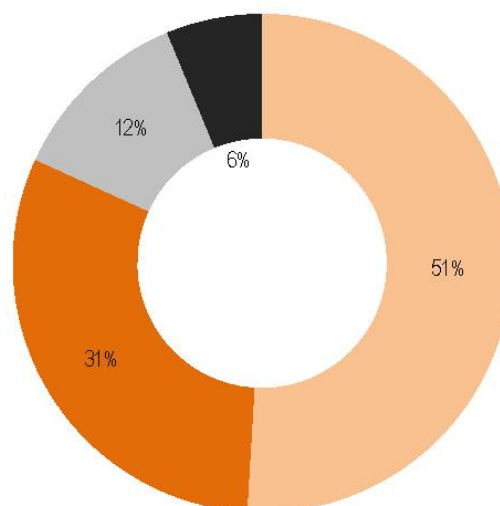
Asset renewal expenditure	6.1.5	21,269	22,023	755
New asset expenditure	6.1.5	6,453	13,339	6,886
Asset upgrade expenditure	6.1.5	2,233	5,173	2,940
Asset expansion expenditure	6.1.5	0	2,695	2,695
Total capital works		29,955	43,230	13,275

Budgeted capital works 2014/15



- Land, Buildings & Improvements
- Plant & Equipment
- Furniture & Equipment
- Artworks
- Roads/Paths/Bridges/Carparks
- Drainage
- Playgrounds
- Landfill Cell Construction

Budgeted capital works 2014/15



- Asset renewal expenditure
- New asset expenditure
- Asset upgrade expenditure
- Asset expansion expenditure

Source: Appendix A. A more detailed listing of capital works is included in Appendix C.

6.1.1 Carried forward works (\$7.708 million)

At the end of each financial year there are projects which are either incomplete or not commenced due to planning issues, weather delays, extended consultation etc. For the 2013/14 year it is forecast that \$7.708 million of capital works will be incomplete and be carried forward into the 2014/15 year. The more significant projects include Road Rehabilitation Program (\$1.138 million), Hazelwood Pondage Caravan Park Wastewater Upgrade Project (\$0.987 million), Moe Rail Precinct Revitalisation Project (\$0.895 million), Churchill ACP Pedestrian Plaza/Access Rd (\$0.846 million) and Jumbuk Road from Junction Road to Jumbuk Hall - Timber Haulage (\$0.532 million).

2014/2015 Budget Analysis of Capital Budget

6.1.2 Property (\$11.461 million)

Land, Buildings & Improvements includes community facilities, municipal offices, sports facilities, pavilions.

For the 2014/15 year, \$11.461 million will be expended, the more significant projects include Moe Rail Precinct Revitalisation Project (\$7.850 million), Latrobe Regional Airport Upgrade Works (\$1.300 million), Latrobe Leisure Maintenance Program (\$0.650 million) and the Harold Preston Reserve Traralgon Olympians Change Pavilion (\$0.450 million).

6.1.3 Plant & Equipment (\$2.638 million)

Plant and equipment includes plant, motor vehicles, machinery and equipment, office furniture & equipment, computers and telecommunications, leisure equipment and artworks.

For the 2014/15 year, \$2.638 million will be expended on the ongoing cyclical replacement of plant, fleet, IT equipment, performing arts equipment leisure equipment and office furniture & equipment, together with purchase of new artworks.

6.1.4 Infrastructure (\$21.423 million)

Infrastructure includes roads, bridges, footpaths and cycleways, drainage, playgrounds, landfill, off street car parks and other structures.

For the 2014/15 year, \$21.423 million will be expended. The more significant projects include Heavy Industrial Park road infrastructure construction (\$5.000 million), new landfill cell constructions (\$2.800 million), local roads reseals (\$4.500 million), road rehabilitation (\$4.500 million), Gravel Road Resheet Program (\$1.000 million) and Footpath replacements and expansions (\$1.000 million) and bridge and major culvert works (\$0.500 million).

6.1.5 Asset renewal (\$22.023 million), new assets (\$13.339 million), upgrade (\$5.173 million) and expansion (\$2.695 million)

A distinction is made between expenditure on new assets, asset renewal, upgrade and expansion. Expenditure on asset renewal is expenditure on an existing asset, or on replacing an existing asset that returns the service of the asset to its original capability. Expenditure on new assets does not have any element of expansion or upgrade of existing assets but will result in an additional burden for future operation, maintenance and capital renewal.

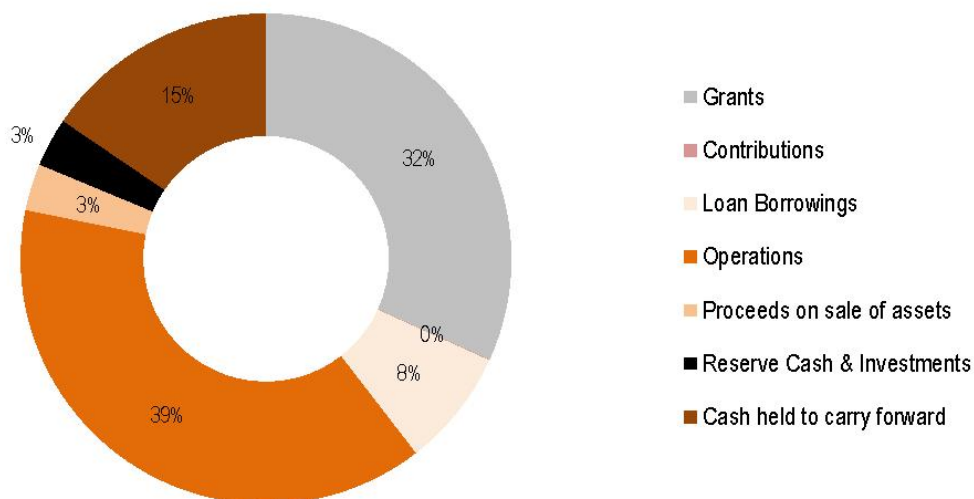
The major projects included in the above categories, which constitute expenditure on new assets are Moe Rail Precinct Revitalisation Project (\$7.850 million), new landfill cell construction (\$2.800 million) and new drainage works (\$0.451 million). The remaining capital expenditure represents renewals and expansion/upgrades of existing assets.

2014/2015 Budget Analysis of Capital Budget

6.2 Funding sources

Sources of funding	Ref	Forecast Actual 2013/14 \$'000	Budget 2014/15 \$'000	Variance \$'000
Works carried forward				
<i>Current year funding</i>				
Grants		0	1,000	1,000
Contributions		0	0	0
Cash held to carry forward		6,990	6,708	(282)
Total works carried forward	6.2.1	6,990	7,708	718
New works				
<i>Current year funding</i>				
Grants	6.2.2	9,855	12,721	2,866
Contributions	6.2.3	261	20	(241)
Loan Borrowings	6.2.4	2,000	3,350	1,350
Council cash				
- Operations	6.2.5	9,583	16,706	7,123
- Proceeds on sale of assets	6.2.6	629	1,335	706
- Reserve Cash & Investments	6.2.7	637	1,390	753
Total new works		22,965	35,522	12,556
Total funding sources		29,955	43,230	13,274

Budgeted total funding sources 2013/14



Source: Appendix A. A more detailed listing of capital works is included in Appendix C.

2014/2015 Budget Analysis of Capital Budget

6.2.1 Carried forward works (\$7.708 million)

A total of \$7.708 million of incompleting works during 2013/14 will be funded from the accumulated surplus.

6.2.2 Grants (\$12.721 million)

Capital grants include all monies received from State and Federal sources for the purposes of funding the capital works program. Significant grants are budgeted to be received for the Moe Rail Precinct Revitalisation Project (\$7.000 million), Heavy Industrial Park road infrastructure construction (\$2.500 million), Latrobe Regional Airport Upgrade Works (\$1.300 million) and Roads to Recovery program (\$1.175 million).

6.2.3 Contributions (\$0.020 million)

Capital contributions include all monies received from community sources for the purposes of funding the capital works program.

6.2.4 Loan borrowings (\$3.350 million)

New borrowings of \$3.350 million are proposed to assist in funding large capital projects, specifically the Heavy Industrial Park road infrastructure construction (\$2.500 million) and the next stage of the Moe Rail Precinct Revitalisation Project (\$0.850 million).

6.2.5 Operations (\$16.706 million)

During the year Council generates cash from its operating activities, which is used as a funding source for the capital works program. It is forecast that \$16.706 million will be generated from operations to fund the 2014/15 capital works program. Refer section 5. "Budgeted Cash Position" for more information on funds from operations.

6.2.6 Proceeds from sale of assets (\$1.335 million)

Proceeds from sale of assets includes proposed sale of land deemed inappropriate for open space development as identified in the public open space strategy of \$0.700 million (plus an additional \$0.300 million within the operating capital budget - refer to appendix C) together with plant & equipment sales of \$0.650 million, these asset sales have been assumed to sell at the current book value.

6.2.7 Reserve Cash & Investments (\$1.390 million)

The funding from reserves predominantly relates to landfill constructions works being undertaken during 2014/15 of which \$1.300 million has been funded through previous financial years.

2014/2015 Budget Analysis of Budgeted Financial Position

7. Analysis of budgeted financial position

This section of the budget report analyses the movements in assets, liabilities and equity between 2013/14 and 2014/15. It also considers a number of key performance indicators.

7.1 Budgeted balance sheet

	Ref	Forecast Actual 2014 \$'000	Budget 2015 \$'000	Variance \$'000
Current assets	7.1.1			
Cash and cash equivalents		34,136	24,685	(9,451)
Trade and other receivables		9,087	9,667	580
Prepayments		354	365	11
Non-current assets held for sale		0	0	0
Total current assets		43,577	34,717	(8,860)
Non-current assets	7.1.2			
Trade and other receivables		10	0	(10)
Property, infrastructure, plant and equipment		1,057,666	1,099,114	41,448
Other financial assets		2	2	0
Total non-current assets		1,057,678	1,099,116	41,438
Total assets		1,101,255	1,133,833	32,578
Current liabilities	7.1.3			
Trade and other payables		7,267	7,693	426
Interest bearing liabilities		3,341	3,395	54
Employee Benefits		10,976	11,470	494
Provisions		1,500	1,500	0
Other current liabilities		1,566	1,613	47
Total current liabilities		24,650	25,671	1,021
Non-current liabilities	7.1.4			
Interest bearing liabilities		16,309	16,264	(45)
Employee Benefits		1,538	1,607	69
Provisions		13,781	12,281	(1,500)
Total non-current liabilities		31,628	30,152	(1,476)
Total liabilities		56,278	55,823	(455)
Net assets		1,044,977	1,078,010	33,033
Equity	7.1.5			
Accumulated surplus		624,732	636,571	11,839
Reserves		420,245	441,439	21,194
Total equity		1,044,977	1,078,010	33,033

Source: Appendix A

2014/2015 Budget Analysis of Budgeted Financial Position

7.1.1 Current assets (\$8.860 million decrease)

The decrease in current assets is mainly due to a reduction in cash reserves associated with capital expenditure projects from 2013/14 that are expected to be completed in 2014/15. A more detailed analysis of this change is included in section 5. "Analysis of budgeted cash position".

7.1.2 Non current assets (\$41.438 million increase)

The increase in non-current assets is the net result of the capital works program, asset revaluation movements, the depreciation of non-current assets and the disposal through sale of property, plant and equipment. Long term debtors relating to loans to community organisations will reduce slightly in accordance with agreed repayment terms.

7.1.3 Current liabilities (\$1.021 million increase)

The increase in current liabilities (that is, obligations council must pay within the next year) is estimated to be \$0.426 million for suppliers and \$0.494 million for employee entitlements which are expected to increase marginally due to current increases being reflected in balances being held. Loan principal repayable in 2013/14 is \$3.341 million this will increase by \$0.054 million to \$3.395 million in 2014/15. Loan repayments remain constant over this period with increasing principal portions as the loans approach maturity. Provisions relate to landfill rehabilitation of \$1.500 million which reflects the rehabilitation work expected to be undertaken in the 2014/15 year.

7.1.4 Non current liabilities (\$1.476 million increase)

The decrease in non current liabilities (that is, obligations council must pay beyond the next year) is predominantly a result of a decrease in the provision for landfill rehabilitation resulting from the rehabilitation works scheduled in 2013/14. There are no other significant changes in non current liabilities.

7.1.5 Equity (\$33.033 million increase)

Total equity always equals net assets and is made up of the following components:

- Asset revaluation reserve which represents the difference between the previously recorded value of assets and their current valuations. Asset valuations are predicted to increase by 2% or \$21.153 million.
- Other reserves that are funds that Council wishes to separately identify as being set aside to meet a specific purpose in the future and to which there is no existing liability. These amounts are transferred from the Accumulated Surplus of the Council to be separately disclosed
- Accumulated surplus which is the value of all net assets less Reserves that have accumulated over time. The increase in accumulated surplus of \$11.839 million results directly from the surplus for the year together with the movement in statutory reserves.

2014/2015 Budget Analysis of Budgeted Financial Position

7.1 6 Working capital (\$9.881 million decrease)

Working capital is the excess of current assets above current liabilities. This calculation recognises that although Council has current assets, some of those assets are already committed to the future settlement of liabilities in the following 12 months, and are therefore not available for discretionary spending.

Council has also committed further current assets to specific and restricted purposes, represented by reserves, which may not yet be represented as current liabilities at 30 June.

	Ref	Forecast Actual 2014 \$'000	Budget 2015 \$'000	Variance \$'000
Current assets		43,577	34,717	8,860
Current liabilities		24,650	25,671	(1,021)
Working capital		18,927	9,046	9,881
Restricted cash and investment current assets				
- Statutory reserves		(1,862)	(1,903)	41
- Discretionary reserves		30,708	21,169	9,539
Unrestricted working capital*		47,773	28,312	19,461

* Unrestricted working capital may also be committed to completion of carry forward capital works. Refer to table 6.2 for funding of capital works carried forward out of prior years.

7.2 Key assumptions

In preparing the Budgeted Balance Sheet for the year ended 30 June 2014 it was necessary to make a number of assumptions about key assets, liabilities and equity balances. The key assumptions are as follows:

- A total of 97% of total rates and charges raised will be collected in the 2014/15 year (2013/14: 97% forecast actual).
- Trade creditors to be based on total capital and operating expenditure less written down value of assets sold, depreciation and employee costs. Payment cycle is 14 days.
- Other debtors and creditors to remain consistent with 2013/14 levels.
- Employee entitlements to be increased by Enterprise Bargaining Agreement and general banding movements only. No increase in the average rate of leave taken is expected.
- Repayment of loan principal to be \$3.341 million.
- New borrowings to be \$3.350 million.
- Total capital expenditure to be \$43.230 million.
- Employee entitlements to be increased by the Collective Agreement outcome offset by the impact of more active management of leave entitlements of staff.

2014/2015 Budget Strategic Resource Plan & Financial Performance Indicators

8. Strategic resource plan and financial Performance Indicators

This section includes an extract of the adopted Strategic Resource Plan to provide information on the long term financial projections of the Council.

8.1 Plan development

The Act requires a Strategic Resource Plan (SRP) to be prepared covering both financial and non-financial resources (including human resources) for at least the next four financial years to achieve the strategic objectives in the Council Plan.

Council has prepared a SRP for the four years 2014/15 to 2017/18 as part of Council's ongoing financial planning to assist in adopting a budget within a longer term framework. The SRP takes the strategic objectives and strategies as specified in the Council Plan and expresses them in financial terms for the next four years.

The key objective, which underlines the development of the SRP, is financial sustainability in the medium to long term, whilst still achieving Council's strategic objectives as specified in the Council Plan. The key financial objectives, which underpin the SRP, are:

- Maintain existing service levels
- Achieve a breakeven underlying operating result within two years
- Reduce the infrastructure gap
- Ensure borrowings are only used to fund new assets or lump sum funding calls by the Trustee of the Local Authorities Superannuation Fund (LASF).
- Achieve a balanced budget on a cash basis.

In preparing the SRP, Council has also been mindful of the need to comply with the following Principles of Sound Financial Management as contained in the Act:

- Prudently manage financial risks relating to debt, assets and liabilities
- Provide reasonable stability in the level of rate burden
- Consider the financial effects of Council decisions on future generations
- Provide full, accurate and timely disclosure of financial information.

8.2 Financial resources

The following table summaries the key financial results for the next four years as set out in the SRP for years 2014/15 to 2016/17. Appendix A includes a more detailed analysis of the financial resources to be used over the four year period.

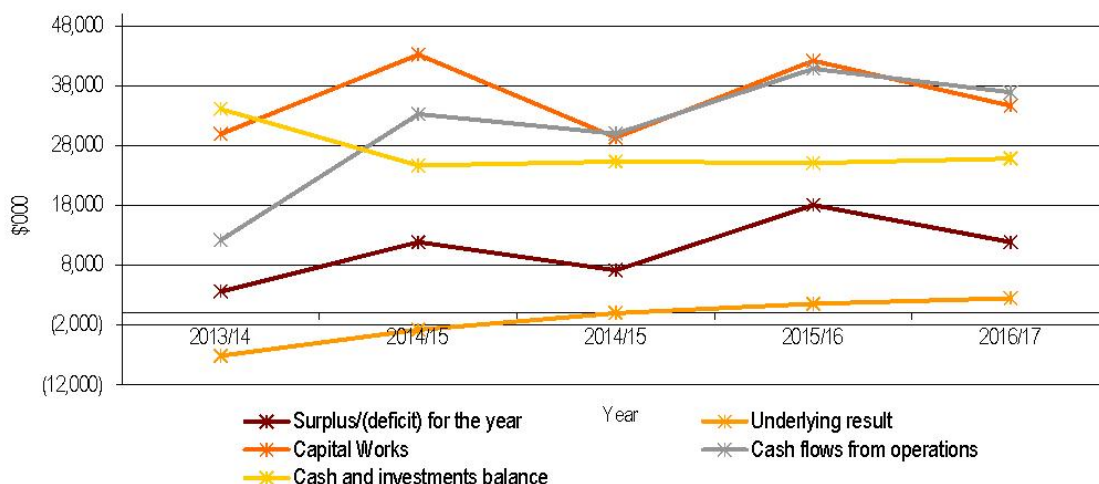
2014/2015 Budget Strategic Resource Plan & Financial Performance Indicators

	Forecast	Budget	Strategic Resource Plan			Trend
	Actual 2013/14 \$'000	2014/15 \$'000	2014/15 \$'000	2015/16 \$'000	2016/17 \$'000	+ / o / -
Surplus/(deficit) for the year	3,614	11,880	7,192	18,070	11,877	+
Adjusted underlying result	(7,112)	(2,727)	40	1,576	2,532	+
Cash and investments balance	34,136	24,685	25,350	25,090	25,855	o
Cash flows from operations	12,217	33,263	29,996	40,875	36,936	o
Capital works expenditure	29,955	43,230	29,336	42,182	34,673	o

Key to Forecast Trend:

- + Forecast improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecast deterioration in Council's financial performance/financial position indicator

The following graph shows the general financial indicators over the four year period.



The key outcomes of the Plan are as follows:

• **Financial sustainability (section 5)** - Cash and investments is forecast to increase marginally over the four year period from \$24.685 million to \$25.857 million, which indicates a balanced budget on a cash basis in each year.

• **Rating strategy (section 9)** – Rate increases are forecast over the four years at an average of 4.35% which incorporates increases in garbage charges to enable full cost recovery of landfill operations, which is required in order to maintain service levels and a robust capital expenditure program.

• **Service delivery strategy (section 10)** – Service levels have been maintained throughout the four year period. Despite this, operating surpluses are forecast over the four year period as a result of significant capital grant revenue being received to fund the annual capital works program. However, excluding the effects of non-operating items such as capital contributions, the underlying result sees a surplus achieved in three years of the four year period. The underlying result is a measure of financial sustainability and is an important measure as once-off items can often mask the operating result.

2014/2015 Budget Strategic Resource Plan & Financial Performance Indicators

• **Borrowing strategy (section 10)** – Borrowings are forecast to increase from \$19.659 million to \$21.355 million over the four year period. This includes new borrowings of \$3.350 million in 2014/15, \$4.000 million in 2015/16, \$4.000 million in 2016/17 and \$3.000 in 2017/18.

• **Infrastructure strategy (section 10)** - Capital expenditure over the four year period will total \$149.420 million at an average of \$37.356 million.

8.3 Financial performance indicators

The following table highlights Council's current and projected performance across a range of key financial performance indicators. These indicators provide a useful analysis of Council's financial position and performance and should be used in the context of the organisation's objectives.

Indicator	Measure	Notes	Forecast	Budget	Strategic Resource Plan			Trend +/-
			Actual 2013/14	2014/15	Projections 2015/16	2016/17	2017/18	
Operating Position								
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	1	(6.6%)	(2.4%)	0.0%	1.3%	2.0%	+
Liquidity								
Working Capital	Current assets / current liabilities	2	176.8%	135.2%	135.3%	132.9%	132.9%	-
Unrestricted Cash	Unrestricted cash / current liabilities		124.6%	82.5%	84.1%	79.7%	81.0%	-
Obligations								
Loans & Borrowings	Interest bearing loans and borrowings / rate revenue	3	29.6%	28.3%	27.8%	28.7%	26.5%	+
Loans & Borrowings	Interest and principal repayments / rate revenue		7.4%	6.4%	6.3%	5.9%	6.3%	o
Indebtedness	Non-current liabilities / own source revenue		36.7%	34.3%	32.1%	30.6%	27.3%	+
Asset renewal	Asset renewal expenditure / depreciation	4	93.5%	94.5%	66.3%	64.8%	74.8%	-
Stability								
Rates concentration	Rate revenue / adjusted underlying revenue	5	62.0%	61.0%	62.2%	63.0%	63.6%	-
Rates effort	Rate revenue / property values (CIV)		0.7%	0.7%	0.7%	0.7%	0.7%	-

2014/2015 Budget Strategic Resource Plan & Financial Performance Indicators

Indicator	Measure	Notes	Forecast	Budget	Strategic Resource Plan			Trend +/-
			Actual 2013/14	2014/15	Projections			
					2015/16	2016/17	2017/18	
Efficiency								
Expenditure level	Total expenditure / no. of assessments		\$3,052	\$3,112	\$3,131	\$3,208	\$3,315	+
Revenue level	Residential rate revenue / No. of residential assessments		\$1,431	\$1,484	\$1,551	\$1,620	\$1,693	+
Workforce turnover	No. of resignations & terminations / average no. of staff		11.4%	11.5%	11.5%	11.5%	11.5%	o

Key to Forecast Trend:

- + Forecast improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecast deterioration in Council's financial performance/financial position indicator

Notes to indicators

1 Adjusted underlying result – An indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. Improvement in financial performance expected over the period, although continued losses means reliance on Council's cash reserves or increased debt to maintain services.

2 Working Capital – The proportion of current liabilities represented by current assets. Working capital is forecast to decrease significantly in 2014/15 year due to a run down in cash reserves to fund the capital program. The trend in later years is to remain steady at an acceptable level.

3 Debt compared to rates - Trend indicates Council's reducing reliance on debt against its annual rate revenue through redemption of long term debt.

4 Asset renewal - This percentage indicates the extent of Council's renewals against its depreciation charge (an indication of the decline in value of its existing capital assets). A percentage greater than 100 indicates Council is maintaining its existing assets, while a percentage less than 100 means its assets are deteriorating faster than they are being renewed and future capital expenditure will be required to renew assets.

5 Rates concentration - Reflects extent of reliance on rate revenues to fund all of Council's on-going services. Trend indicates Council will become more reliant on rate revenue compared to all other revenue sources.

2014/2015 Budget

Strategic Resource Plan & Financial Performance Indicators

8.4 Non-financial resources

In addition to the financial resources to be consumed over the planning period, Council will also consume non-financial resources, in particular human resources. A summary of Council's anticipated human resources requirements for the 2014/15 year is shown below and further detail is included in section 4.3.1 of this budget. A statement of Human Resources is included in Appendix A.

Indicator	Forecast	Budget 2014/15	Strategic Resource Plan		
	Actual 2013/14		Projections		
			2014/15	2015/16	2016/17
Employee costs (\$'000)					
- Operating	49,929	51,216	53,072	55,168	57,343
- Capital	49	46	0	0	0
Total	49,978	51,262	53,072	55,168	57,343
Employee numbers (FTE)	593	589	588	588	588

2014/2015 Budget Rating Information

9. Rating information

This section contains information on Council's past and foreshadowed rating levels along with Council's rating structure and the impact of changes in property valuation. This section should be read in conjunction with Council's Rating Strategy which is available on Council's website.

9.1 Rating Context

In developing the Strategic Resource Plan (referred to in Section 8), rates and charges was identified as an important source of income, accounting for approximately 56% of the total income received by Council annually. Planning for future rate increases has therefore been an important component of the Long Term Financial Planning process. The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the Latrobe community.

However, it has also been necessary to balance the importance of rate income as a funding source with community sensitivity to increases, particularly given the change to bi-annual general revaluations. To ensure that deliberations about future rate increases have been made on an informed basis, comparisons were made of historical rate increases between the Council and other similar sized councils. The following table shows a comparison of the last five years and also the average rates per capita for the 2014/15 year.

Year	Latrobe City Council
2009/10	5.2%
2010/11	5.5%
2011/12	5.8%
2012/13	5.8%
2013/14	5.2%
Average increase	5.5%
Average per capita 2013/14	\$770

The table indicates that over the past five years Council's rate increases have averaged 5.5% and that the average per capita rates for 2013/14 (excluding rating Agreements) were \$770.

2014/2015 Budget Rating Information

9.2 Current year rate

The 2014/15 operating position is predicted to be significantly impacted by wages growth and reductions in government funding. It will therefore be necessary to achieve future income growth whilst containing costs in order to achieve an underlying breakeven operating position by 2015/16 as set out in the Strategic Resource Plan. The contribution from operations toward capital investment of \$17.425 million for the 2014/15 year is less than the desired level of \$18.702 million and therefore, unless it can be increased, it will be difficult to maintain robust capital works programs in the future.

In order to achieve these objectives whilst maintaining service levels and a robust capital expenditure program, overall rates and charges will increase by 3.90% in 2014/15 raising total rates of \$69.400 million, including \$0.407 million generated from supplementary rates. General rates (including Electricity Act and Rating agreement payments) and municipal charge increase by 3.93% or \$2.207M while garbage charges increase by \$10 per service which equates to 3.50% or \$0.335 million. In addition the State Government imposed Landfill levy increases by 8.0% or \$0.047 million, Council will need to unfortunately pass these increases onto residents. In the interests of clarity the EPA levy component was separated from the Garbage Charge in 2011/12 and this will again occur in 2014/15.

The following table sets out future projected rate increases and total rates to be raised, based on the forecast financial position of Council as at 30 June 2014 and the long term financial plan.

Year	General Rate Increase %	Municipal Charge Increase %	Garbage Charge Increase %	Landfill Levy Increase %	Total Rates Raised \$'000
2013/14	4.5	4.4	9.6	10.0	66,530
2014/15	3.9	4.2	3.5	8.0	69,400
2015/16	4.5	4.5	4.5	10.0	72,949
2016/17	4.5	4.5	4.5	10.0	76,676
2017/18	4.5	4.5	4.5	10.0	80,592

9.3 Rating structure

Council has established a rating structure which is comprised of three key elements. These are:

- Property values, form the central basis of rating under the *Local Government Act 1989*.
- A user pays component to reflect usage of certain services provided by Council.
- A fixed municipal charge per property to cover some of other administrative costs of the Council.

Striking a proper balance between these elements provides equity in the distribution of the rate burden across residents.

2014/2015 Budget Rating Information

Council makes a further distinction within the property value component of rates based on the purpose for which the property is used, that is, whether the property is used for residential, commercial, industrial or farm purposes.

Council has previously made a decision to apply a Capital Improved Value (CIV) basis to calculating individual property rates on the grounds that it provides the most equitable distribution of rates across the municipality. There are currently no plans to change this basis.

The existing rating structure comprises two differential rates (general and farm) and a rate concession for recreational land. These rates are structured in accordance with the requirements of section 161 "Differential Rates" of the Act. Under the Cultural and Recreational Lands Act 1963, provision is made for a Council to grant a rating concession to any "recreational lands" which meet the test of being "rateable land" under the Act. The farm rate is set at 75 % of the general rate and the rate concession for recreational land is set at 50% of the general rate. In addition, there are two recreational assessments which receive an additional rebate. These rebates are applied as a result of significant changes in the CIV valuations resulting from the rezoning of land and changes in valuation methodologies. It was considered that without applying a rebate the levied amounts would fail to take into consideration the requirement under the Cultural and Recreational Lands Act 1963 of the need for having regard to the services provided by Council in relation to such lands, and the benefit to the community derived from such recreational lands. Council reaffirmed its intention to maintain the existing rating relativities for farm rates in the 2014/15 Budget. Council also has a municipal charge, a garbage charge and the State Government Landfill Levy charges as allowed under the Act.

The following table summarises the rates to be determined for the 2014/15 year. A more detailed analysis of the rates to be raised is contained in Appendix B "Statutory Disclosures".

Rate type	How applied	2013/14	2014/15	Change
General Rates	Cents/\$ CIV	0.00442245	0.00458663	3.7%
Farm Rates	Cents/\$ CIV	0.00331684	0.00343997	3.7%
Recreational Rates	Cents/\$ CIV	NA	NA	
Municipal charge	\$/ property	\$120.00	\$125.00	4.2%
Garbage charge	\$/ property	\$285.00	\$295.00	3.5%
Landfill levy charge	\$/ property	\$17.60	\$19.00	8.0%

2014/2015 Budget Rating Information

9.4 General revaluation of properties

During the 2013/14 year, a revaluation of all properties within the municipality was carried out and will apply from 1 January 2014 for the 2014/15 year. The outcome of the general revaluation has been a minor change in total property valuations throughout the municipality. Overall, property valuations across the municipal district have increased by 0.93%. Of this increase, residential properties have increased by 0.68%, commercial properties by 0.76%, industrial properties by 1.82% and farms by 3.12%.

Council will be maintaining the existing differential rate for the farming properties and a discount for cultural recreation land for the 2014/15 year. Therefore, in aggregate, total rates and charges will increase by 3.90% excluding supplementary rates compared to 2013/14.

2014/2015 Budget Other Strategies

10. Other strategies

This section sets out the strategies that have been developed and incorporated into the Strategic Resource Plan including borrowings, infrastructure and service delivery.

10.1 Borrowings

In developing the Strategic Resource Plan (SRP) (see Section 8.1), borrowings were identified as an important funding source for the capital works programs. In the past, Council has borrowed to finance specific infrastructure projects and significant unfunded defined benefits superannuation liability calls.

The SRP includes the results of an analysis of Council's debt position against the recommended ratios used by the Victorian State Government to assess the loan capacity of local governments. It also shows the results of the 'obligations' indicators that are part of the prescribed financial reporting indicators. The outcome of the analysis highlighted that a debt of \$19.659 million could be comfortably accommodated. Council's future borrowing requirements may be influenced by external government funding opportunities that require some contribution from council in order to finance major capital projects.

For the 2014/15 year, Council has decided to borrow an additional \$3.350 million to fund the Morwell Heavy Industrial Park road infrastructure construction and the Moe Rail Revitalisation Precinct project, after making loan repayments of \$3.341 million, its total borrowings will increase to \$19.659 million as at 30 June 2015. The following table sets out future proposed borrowings, based on the forecast financial position of Council as at 30 June 2014.

Year	New Borrowings \$'000	Principal Paid \$'000	Interest Paid \$'000	Balance 30 June \$'000
2013/14	8,970	3,705	1,183	19,650
2014/15	3,350	3,341	1,129	19,659
2015/16	4,000	3,395	1,201	20,264
2016/17	5,000	3,255	1,299	22,009
2017/18	3,000	3,654	1,445	21,355

The table below shows information on borrowings specifically required by the Regulations.

	2013/14 \$	2014/15 \$
Total amount borrowed as at 30 June of the prior year	14,386	19,650
Total amount to be borrowed	8,970	3,350
Total amount projected to be redeemed	(3,705)	(3,341)
Total amount proposed to be borrowed as at 30 June	19,650	19,659

2014/2015 Budget Other Strategies

10.2 Infrastructure

The Council has developed an Asset management Strategy and is currently reviewing and developing various Asset Management Plans, which sets out the capital expenditure requirements of the Council for the next 10 years by class of asset and project and is a key input to the long term financial plan. It predicts infrastructure consumption, renewal needs and considers infrastructure needs to meet future community service expectations. The Strategy development process includes a rigorous process of consultation and evaluation. The key aspects of the process are as follows:

- Long term capital planning process which integrates with the Council Plan, Strategic Resource Plan and Annual Budget processes.
- Listing of all known capital projects and adopted strategies and plans, prioritised within classes on the basis of evaluation criteria.
- Transparent process for evaluating and prioritising capital projects.
- Methodology for allocating annual funding to classes of capital projects.
- Standard templates for officers to document capital project submissions.

The capital planning process is undertaken annually and used to ensure that Infrastructure Strategy represents the current capital expenditure requirements of the Council.

A key objective of the Infrastructure Strategy is to maintain or renew Council's existing assets at desired condition levels. If sufficient funds are not allocated to asset renewal then Council's investment in those assets will reduce, along with the capacity to deliver services to the community. A measure of Council's performance in respect to infrastructure management is the sustainability index. This is the proportion of the total asset value consumed (equivalent to the annual depreciation charge), compared to the amount spent in preserving the asset (expenditure aimed at ensuring the asset reaches its intended useful life) on an annual basis. A value of 100% (or greater in the short term) is the desired target and the Long Term Financial Plan aims to maintain a sustainability index of 100%.

The following influence had a significant impact on the Infrastructure Strategy for the 2014/15 year:

- Continuation of significant Federal funding for upgrade of roads (Roads to Recovery funding of \$1.175 million has been assumed for 2014/15).

The following table summarises Council's forward outlook on capital expenditure including funding sources for the next four years.

Year	Total Capital Program \$'000	Grants and Contrib's \$'000	Borrowings \$'000	Asset Sales \$'000	Statutory Reserves \$'000	Council Cash \$'000
2013/14	29,955	9,855	2,000	629	637	16,834
2014/15	43,230	13,741	3,350	1,335	0	24,804
2015/16	26,836	6,285	4,000	600	120	15,831
2016/17	44,682	15,625	5,000	600	0	23,457
2017/18	34,675	8,475	3,000	600	120	22,480

2014/2015 Budget Other Strategies

In addition to using cash generated from its annual operations, borrowings and external contributions such as government grants, Council has significant cash or investment reserves that are also used to fund a variety of capital projects. These reserves are either 'statutory' or 'discretionary' cash reserves. Statutory reserves relate to cash and investments held by Council that must be expended on a specific purpose as directed by legislation or a funding body, and include contributions to car parking, drainage and public resort and recreation. Discretionary cash reserves relate to those cash and investment balances that have been set aside by Council and can be used at Council's discretion, even though they may be earmarked for a specific purpose.

10.3 Service delivery

This section of the report considers the Council's service delivery strategy including strategy development, key influences and service delivery outcomes. A number of service delivery strategies will be developed and/or reviewed during 2014/15 year. Latrobe 2026 and the Council Plan 2013-2017 identify key service area reviews and strategy development for service areas. The Rating Information (see Section 9.) also refers to modest rate increases into the future. With these key objectives as a basis, a number of internal and external influences have been identified through discussions with management which will have a significant impact on the scope and level of services to be provided over the next four years.

The general influences affecting all operating revenue and expenditure include the following:

	2014/15	2015/16	2016/17	2017/18
	%	%	%	%
Consumer Price Index	2.5	3.0	3.0	3.0
Rate increases	3.9	4.5	4.5	4.5
Property growth	0.7	0.7	0.7	0.7
Wages growth	4.7	4.3	4.0	4.0
Government funding	2.0	2.0	2.0	2.0
Statutory fees	3.0	3.0	3.0	3.0
Investment return	4.0	4.0	4.0	4.0

The service delivery outcomes measured in financial terms are shown in the following table.

Year	Surplus (Deficit) for the year \$'000	Adjusted Underlying Surplus (Deficit) \$'000
2013/14	3,614	(7,112)
2014/15	11,880	(2,727)
2015/16	7,192	40
2016/17	18,070	1,576
2017/18	11,877	2,532

Service levels have been maintained throughout the four year period. The operating surplus forecast for 2013/14 year is primarily in line with the original budget forecast after taking into account the effect of capital income and funding that had been received in 2012/13 for programs/projects in 2013/14. Excluding the effects of non-operating income such as capital contributions, the underlying result predicts a deficit for 2014/15 and a surplus for the following three years.

2014/2015 Budget Appendices

Appendices

The following appendices include voluntary and statutory disclosures of information which provide support for the analysis contained in sections 1 to 10 of this report.

This information has not been included in the main body of the budget report in the interests of clarity and conciseness. Council has decided that whilst the budget report needs to focus on the important elements of the budget and provide appropriate analysis, the detail upon which the annual budget is based should be provided in the interests of open and transparent local government.

The contents of the appendices are summarised below:

Appendix	Nature of information	Page
A	Budgeted statements	66
B	Rates and charges	73
C	Capital works program	79
D	Fees and charges schedule	87

2014/2015 Budget Appendices

Appendix A

Budgeted standard statements

This appendix presents information in regard to the Budgeted Financial Statements and Statement of Human Resources. The budget information for the years 2014/15 to 2017/18 has been extracted from the Strategic Resource Plan.

At the end of each financial year Council is required to include in the Financial Statements in its Annual Report a comparison of actual income and expenditure compared with the income and expenditure in the financial statements in the Budget.

The appendix includes the following budgeted information:

- Budgeted Comprehensive Income Statement
- Budgeted Balance Sheet
- Budgeted Statement of Changes in Equity
- Budgeted Statement of Cash Flows
- Budgeted Statement of Capital Works
- Budgeted Statement of Human Resources

2014/2015 Budget Appendices

Budgeted Comprehensive Income Statement

For the four years ending 30 June 2018

	Forecast	Budget	Strategic Resource Plan		
	Actual 2013/14		Projections		
	\$'000	\$'000	2015/16 \$'000	2016/17 \$'000	2017/18 \$'000
Income					
Rates and charges	66,404	69,400	72,949	76,676	80,592
Grants - Operating (recurrent)	16,724	22,158	22,601	23,053	23,514
Grants - Operating (non-recurrent)	3,155	2,598	1,653	1,367	1,394
Grants - Capital (recurrent)	1,175	1,175	1,175	1,175	1,175
Grants - Capital (non-recurrent)	8,680	12,566	5,110	14,450	7,300
Interest	1,596	1,300	1,300	1,300	1,300
User fees and charges	15,323	14,747	15,190	15,645	16,115
Other Income	2,783	2,415	2,405	2,477	2,551
Developer contributions	46	41	42	44	45
Developer contributed assets	2,000	2,000	2,000	2,000	2,000
Total income	117,886	128,400	124,425	138,187	135,986
Expenses					
Employee costs	49,978	51,262	53,072	55,168	57,343
Materials and services	35,082	35,659	33,644	33,239	33,790
Bad and doubtful debts	20	16	17	17	18
Finance costs	1,183	1,129	1,201	1,299	1,445
Other Expenditure	5,269	5,154	4,938	5,086	5,238
Depreciation and amortisation	22,740	23,300	24,361	25,308	26,275
Total expenses	114,272	116,520	117,233	120,117	124,109
Surplus (deficit) for the year	3,614	11,880	7,192	18,070	11,877
Other comprehensive income					
Net Asset Revaluation movement	19,130	21,153	22,013	22,595	23,428
Total comprehensive result	22,744	33,033	29,205	40,665	35,305

2014/2015 Budget Appendices

Budgeted Balance Sheet

For the four years ending 30 June 2018

	Forecast	Budget	Strategic Resource Plan		
	Actual		Projections		
	2014	2015	2016	2017	2018
	\$'000	\$'000	\$'000	\$'000	\$'000
Current assets					
Cash and cash equivalents	34,136	24,685	25,350	25,090	25,855
Trade and other receivables	9,087	9,667	9,426	10,361	10,301
Prepayments	354	365	376	387	398
Total current assets	43,577	34,717	35,152	35,838	36,554
Non-current assets					
Trade and other receivables	10	0	0	0	0
Property, infrastructure, plant and equipment	1,057,666	1,099,114	1,127,501	1,168,370	1,201,595
Other financial assets	2	2	2	2	2
Total non-current assets	1,057,678	1,099,116	1,127,503	1,168,372	1,201,597
Total assets	1,101,255	1,133,833	1,162,655	1,204,210	1,238,151
Current liabilities					
Trade and other payables	7,267	7,693	7,701	7,820	8,070
Interest bearing liabilities	3,341	3,395	3,255	3,654	3,464
Employee Benefits	10,976	11,470	11,871	12,289	12,717
Provisions	1,500	1,500	1,500	1,500	1,500
Trust funds and deposits	1,566	1,613	1,661	1,711	1,763
Total current liabilities	24,650	25,671	25,988	26,974	27,514
Non-current liabilities					
Interest bearing liabilities	16,309	16,264	17,009	18,355	17,891
Employee Benefits	1,538	1,607	1,663	1,722	1,782
Provisions	13,781	12,281	10,781	9,281	7,781
Total non-current liabilities	31,628	30,152	29,453	29,358	27,454
Total liabilities	56,278	55,823	55,441	56,332	54,968
Net assets	1,044,977	1,078,010	1,107,214	1,147,878	1,183,183
Equity					
Accumulated surplus	624,732	636,571	643,839	661,864	673,814
Asset revaluation reserve	418,383	439,536	461,549	484,144	507,575
Other Reserves	1,862	1,903	1,825	1,869	1,794
Total equity	1,044,977	1,078,010	1,107,214	1,147,878	1,183,183

2014/2015 Budget Appendices

Budgeted Statement of Changes in Equity

For the four years ending 30 June 2018

	Total \$'000	Accumulated Surplus \$'000	Revaluation Reserve \$'000	Other Reserves \$'000
2015				
Balance at beginning of the financial year	1,044,977	624,732	418,383	1,862
Comprehensive result	33,033	11,880	21,153	0
Transfer to reserves	0	(41)	0	41
Transfer from reserves	0	0	0	0
Balance at end of the financial year	1,078,010	636,571	439,536	1,903
2016				
Balance at beginning of the financial year	1,078,010	636,571	439,536	1,903
Comprehensive result	29,205	7,192	22,013	0
Transfer to reserves	0	(42)	0	42
Transfer from reserves	0	120	0	(120)
Balance at end of the financial year	1,107,214	643,841	461,549	1,825
2017				
Balance at beginning of the financial year	1,107,214	643,839	461,549	1,825
Comprehensive result	40,665	18,070	22,595	0
Transfer to reserves	0	(44)	0	44
Transfer from reserves	0	0	0	0
Balance at end of the financial year	1,147,878	661,865	484,144	1,869
2018				
Balance at beginning of the financial year	1,147,878	661,864	484,144	1,869
Comprehensive result	35,305	11,877	23,428	0
Transfer to reserves	0	(45)	0	45
Transfer from reserves	0	120	0	(120)
Balance at end of the financial year	1,183,183	673,816	507,572	1,794

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Budgeted Statement of Cash Flows

For the four years ending 30 June 2018

	Forecast	Budget	Strategic Resource Plan		
	Actual		Projections		
	2013/14		2015/16	2016/17	2017/18
	\$'000	\$'000	\$'000	\$'000	\$'000
	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
Cash flows from operating activities					
Rates and charges	63,626	69,078	73,082	76,141	80,617
Grants - operating	19,879	23,403	24,027	24,292	24,960
Grants - capital	9,855	13,677	6,296	15,516	8,478
User fees and fines	15,323	14,679	15,217	15,536	16,120
Interest	1,596	1,294	1,302	1,291	1,300
Developer Contributions	46	41	42	44	45
Other Receipts	2,784	3,688	2,728	2,465	2,558
Employee costs	(56,310)	(50,473)	(52,615)	(54,630)	(56,713)
Materials and services	(33,146)	(31,318)	(30,721)	(31,606)	(32,511)
Other Payments	(11,436)	(10,806)	(9,362)	(8,174)	(7,918)
Net cash from operating activities	12,217	33,263	29,996	40,875	36,936
Cash flows from investing activities					
Proceeds from property, plant and equipment	629	1,635	600	600	600
Proceeds from sale of investments	19,500	0	0	0	0
Payments for property, plant and equipment	(29,955)	(43,230)	(29,336)	(42,181)	(34,672)
Net cash used in investing activities	(9,826)	(41,595)	(28,736)	(41,581)	(34,072)
Cash flows from financing activities					
Finance costs	(1,183)	(1,129)	(1,201)	(1,299)	(1,445)
Proceeds from borrowings	8,970	3,350	4,000	5,000	3,000
Repayment of borrowings	(3,705)	(3,341)	(3,394)	(3,255)	(3,654)
Net cash provided by (used in) financing activities	4,082	(1,120)	(595)	446	(2,099)
Net increase/(decrease) in cash & cash equivalents	6,473	(9,452)	665	(260)	765
Cash & cash equivalents at beginning of year	27,663	34,136	24,685	25,350	25,090
Cash & cash equivalents at end of year	34,136	24,685	25,350	25,090	25,855

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Budgeted Statement of Capital Works

For the four years ending 30 June 2018

	Forecast	Budget	Strategic Resource Plan		
	Actual		Projections		
	2013/14	2014/15	2015/16	2016/17	2017/18
	\$'000	\$'000	\$'000	\$'000	\$'000
Property					
Land, Buildings & Improvements	6,537	13,554	10,975	17,260	12,211
Total property	6,537	13,554	10,975	17,260	12,211
Plant and Equipment					
Plant & Equipment	2,397	2,065	2,030	2,030	2,030
Furniture & Equipment	1,020	642	510	510	1,043
Artworks	15	15	15	15	15
Total Plant and Equipment	3,432	2,722	2,555	2,555	3,088
Infrastructure					
Roads	15,050	19,942	10,912	10,916	10,900
Footpaths & Cycleways	1,927	1,494	1,450	1,350	1,300
Bridges & Culverts	725	500	850	1,050	1,800
Off Street Carparks	1,040	510	315	150	150
Drainage	322	1,455	643	7,261	3,580
Playgrounds	755	252	136	140	144
Landfill Cell Construction	167	2,800	1,500	1,500	1,500
Total Infrastructure	19,986	26,954	15,806	22,367	19,374
Total capital works expenditure	29,955	43,230	29,336	42,182	34,673
Represented by:					
New asset expenditure	6,453	13,339	11,265	24,706	13,865
Asset renewal expenditure	21,268	22,023	16,139	16,411	19,658
Asset expansion expenditure	0	3,328	450	550	150
Asset upgrade expenditure	2,233	4,540	1,482	516	1,000
Total capital works expenditure	29,955	43,230	29,336	42,182	34,673

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Budgeted Statement of Human Resources

For the four years ending 30 June 2018

	Forecast	Budget	Strategic Resource Plan		
	Actual		Projections		
	2013/14	2014/15	2015/16	2016/17	2017/18
	\$'000	\$'000	\$'000	\$'000	\$'000
Staff expenditure					
Employee costs - operating	49,929	51,216	53,072	55,168	57,343
Employee costs - capital	49	46			
Total staff expenditure	<u>49,978</u>	<u>51,262</u>	<u>53,072</u>	<u>55,168</u>	<u>57,343</u>
	FTE	FTE	FTE	FTE	FTE
Staff numbers					
Employees	593.4	588.8	587.7	587.7	587.7
Total staff numbers	<u>593.4</u>	<u>588.8</u>	<u>587.7</u>	<u>587.7</u>	<u>587.7</u>

2014/2015 Budget Appendices

Appendix B

Rates and charges

This appendix presents information which the Act and the Regulations require to be disclosed in the Council's annual budget.

2014/2015 Budget Appendices

1. Rates and charges

1.1 The rate in the dollar to be levied as general rates under section 158 of the Act for each type or class of land compared with the previous financial year

Type or class of land	2013/14 cents/\$CIV	2014/15 cents/\$CIV	Change
General rate for rateable residential properties	0.00442245	0.00458663	3.7%
General rate for rateable farm properties	0.00331684	0.00343997	3.7%
Rate concession for rateable recreational properties	NA	NA	NA

1.2 The estimated total amount to be raised by general rates in relation to each type or class of land, and the estimated total amount to be raised by general rates, compared with the previous financial year

Type or class of land	2013/14 \$	2014/15 \$	Change
General	40,016,685	41,806,752	4.5%
Farm	2,752,881	2,944,274	7.0%
Recreational*	48,105	50,202	4.4%
Total amount to be raised by general rates	42,817,671	44,801,228	4.6%

*Includes additional rate rebates totalling \$20,800 to be applied to two Recreational properties.

1.3 The number of assessments in relation to each type or class of land, and the total number of assessments, compared with the previous financial year

Type or class of land	2013/14	2014/15	Change
General	35,829	36,105	0.8%
Farm	1,310	1,320	0.8%
Recreational	16	16	0.0%
Total number of assessments	37,155	37,441	0.8%

1.4 The basis of valuation to be used is the Capital Improved Value (CIV)

1.5 The estimated total value of each type or class of land, and the estimated total value of land, compared with the previous financial year

Type or class of land	2013/14 \$	2014/15 \$	Change
General	9,048,533,000	9,114,917,000	0.7%
Farm	829,971,000	855,901,000	3.1%
Recreational	30,809,000	30,938,000	0.4%
Total	9,909,313,000	10,001,756,000	0.9%

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1.6 The municipal charge under section 159 of the Act compared with the previous financial year

Type of Charge	Per Rateable Property 2013/14 \$	Per Rateable Property 2014/15 \$	Change
Municipal	120.00	125.00	4.2%

1.7 The estimated total amount to be raised by municipal charges compared with the previous financial year

Type of Charge	2013/14 \$	2014/15 \$	Change
Municipal	4,413,960	4,625,375	4.8%

1.8 The rate or unit amount to be levied for each type of service rate or charge under section 162 of the Act compared with the previous financial year

Type of Charge	Per Rateable Property 2013/14 \$	Per Rateable Property 2014/15 \$	Change
Garbage collection	285.00	295.00	3.5%
Landfill levy	17.60	19.00	8.0%

1.9 The estimated total amount to be raised by each type of service rate or charge, and the estimated total amount to be raised by service rates and charges, compared with the previous financial year

Type of Charge	2013/14 \$	2014/15 \$	Change
Garbage collection	9,488,616	9,912,540	4.5%
Landfill levy	588,453	640,319	8.8%

Where exemptions are granted, waste services will be charged for services utilized as follows:

Type of Charge	Per Rateable Property 2013/14 \$	Per Rateable Property 2014/15 \$	Change
Garbage 120L Bin	192.00	200.00	4.2%
Garbage 240L Bin	285.00	295.00	3.5%
Garbage 240L Bin - Special	220.00	227.00	3.2%
Recycling	49.00	50.00	2.0%
Organics/Green Waste	44.00	45.00	2.3%

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1.10 The estimated total amount to be raised by all rates and charges compared with the previous financial year

	2013/14 \$	2014/15 \$	Change
Rates and charges	66,073,978	68,992,585	4.4%
Supplementary rates and charges	456,022	407,415	(10.7%)
Total	66,530,000	69,400,000	4.3%

1.11 The estimated amount to be raised from the Power Generators and Australian Paper is \$9,013,123 compared to the previous year of \$8,765,279.

1.12 There are no known significant changes, which may affect the estimated amounts to be raised by rates and charges. However, the total amount to be raised by rates and charges may be affected by:

- The making of supplementary valuations;
- The variation of returned levels of value (e.g. valuation appeals);
- Changes of use of land such that rateable land becomes non-rateable land and vice versa; and
- Changes of use of land such that residential land becomes business land and vice versa.

2. Differential rates

2.1 Rates to be levied

The rate and amount of rates payable in relation to land in each category of differential are:

- A farm rate of .00343997 for all rateable farm properties.

Each differential rate will be determined by multiplying the Capital Improved Value of each rateable land (categorised by the characteristics described below) by the relevant percentages indicated above.

Council considers that each differential rate will contribute to the equitable and efficient carrying out of Council functions. Details of the objectives of each differential rate, the types of classes of land, which are subject to each differential rate and the uses of each differential rate, are set out below.

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2.2 Farm Land

Farm land is as defined in Section 2 of the Valuation of Land Act 1960, namely, any rateable land which is not less than 2 hectares in area and which is used primarily for carrying on one or more of the following businesses or industries:

- (i) grazing (including agistment)
- (ii) dairying
- (iii) pig farming
- (iv) poultry farming
- (v) fish farming
- (vi) tree farming
- (vii) bee keeping
- (viii) viticulture
- (ix) horticulture
- (x) fruit growing
- (xi) the growing of crops of any kind, and

that is used by a business:

- (i) that has a significant and substantial commercial purpose or character; and
- (ii) that seeks to make a profit on a continuous or repetitive basis from its activities on the land; and
- (iii) that is making a profit from its activities on the land, or that has a reasonable prospect of making a profit from its activities on the land if it continues to operate in the way it is operating.

The reasons for the use of this rate are that:

- (i) the types and classes of land to which the rate applies can be easily identified;
- (ii) it is appropriate to have a farm rate so as to fairly rate farm land;
- (iii) the level of the farm rate is appropriate having regard to all relevant matters including the use to which farm land is put and the amount to be raised by Council's Municipal charge;
- (iv) the level of the farm rate is appropriate to ensure that the burden of the payment of general rates is fairly apportioned across all rateable land within the Municipal district;

which objectives the Council considers are consistent with the economical and efficient carrying out of its functions.

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2.3 Recreational Land

Recreational land is defined in accordance with Section 4 of the Cultural & Recreational Lands Act 1963.

The rate concession for recreational land is set at 50% of the general rate. In addition, there are two recreational assessments which receive an additional rebate. These rebates are applied as a result of significant changes in the CIV valuations resulting from the rezoning of land and changes in valuation methodologies. It was considered that without applying a rebate the levied amounts would fail to take into consideration the requirement under the Cultural and Recreational Lands Act 1963 of the need for having regard to the services provided by Council in relation to such lands, and the benefit to the community derived from such recreational lands.

2.4 General Rate

The General Rate is applied to any rateable land that is not defined as farm land or recreational land.

The reasons for the use of that rate are that:-

- (i) the types and classes of land to which the rate applies can be easily identified;
- (ii) it is appropriate to have a general rate so as to fairly rate lands other than recreational and farm lands;
- (iii) the level of this rate is appropriate having regard to all relevant matters including the use to which farm land is put and the amount to be raised by Council's Municipal charge;
- (v) the level of the farm rate is appropriate to ensure that the burden of the payment of general rates is fairly apportioned across all rateable land within the Municipal district.

which objectives the Council considers are consistent with the economical and efficient carrying out of its functions.

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Appendix C

Capital works program

This appendix presents a listing of the capital works projects that will be undertaken for the 2014/15 year.

The capital works projects are grouped by class and include the following:

- New works for 2014/15
- Works carried forward from the

The capital works detailed report also includes a list of works that, although not classified as assets for accounting purposes, will be undertaken in conjunction with the capital works program. The funding for these works and associated expenditure forms part of the operating budget.

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Capital works program

For the year ending 30 June 2015

1. New works

Capital Works Area	Project Cost \$'000	Summary of funding sources			
		Grants \$'000	Contrib's \$'000	Council Cash \$'000 Borrow's \$'000	
PROPERTY					
Land, Buildings & Improvements					
New Works					
Moe Rail Precinct Revitalisation Project	7,850	7,000			850
TEDAS Pavilion	230	10		220	
Renewal					
Boiler Replacement Traralgon Performing Arts Centre	35			35	
Latrobe Leisure Maintenance and Upgrades	650			650	
Upgrade					
Moe Tennis Courts Reconstruction project	276	36		240	
Agnes Brereton Reserve pavilion	400	50		350	
Expansion					
Traralgon Court House Upgrades	270	180		90	
Latrobe Regional Airport upgrade works stage 2 (Growing Aerospace Manufacturing)	1,300	1,300			
Harold Preston Reserve - Traralgon Olympians Change Pavilion	450	50	20	380	
Total Land, Buildings & Improvements	11,461	8,626	20	1,965	850
TOTAL PROPERTY	11,461	8,626	20	1,965	850
PLANT & EQUIPMENT					
Plant & Equipment					
Renewal					
Plant & Equipment Replacement Program	685			685	
Fleet Replacement Program	1,380			1,380	
Total Plant & Equipment	2,065	0	0	2,065	0
Furniture & Equipment					
Renewal					
Latrobe Leisure Equipment Replacement	50			50	
Performing Arts Lighting & Sound Stage Equipment Replacement Program	25			25	
IT Equipment Replacement Program	463			463	
Office Furniture & Equipment Replacement	20			20	
Total Furniture & Equipment	558	0	0	558	0
Artworks					
New Works					
Artworks acquisitions - Morwell LRG	15			15	
Total Artworks	15	0	0	15	0
TOTAL PLANT & EQUIPMENT	2,638	0	0	2,638	0

2014/2015 Budget Appendices

Capital Works Area	Project Cost \$'000	Summary of funding sources			
		Grants \$'000	Contrib's \$'000	Council Cash \$'000	Borrow's \$'000
INFRASTRUCTURE					
<u>Bridges</u>					
Renewal					
Bridge and Major Culvert works	500			500	
Total Bridges	500	0	0	500	0
<u>Footpaths & Cycleways</u>					
Renewal					
Footpath replacement program	750			750	
Upgrade					
Bicycle Plan - Final stage of Tramway road works	100			100	
Expansion					
Churchill east west link shared path construction design contribution	290	250		40	
New footpaths to link existing footpath networks	250			250	
Total Footpaths & Cycleways	1,390	250	0	1,140	0
<u>Off Street Carparks</u>					
Upgrade					
Recreation Reserves Roads & Off Street Car Park Resealing Program - Cumberland Park Preschool Carpark, Traralgon	140			140	
Expansion					
Recreation Reserves Roads & Off Street Car Park Resealing Program - Star Hotel & Hazelwood Pondage	100			100	
Total Off Street Carparks	240	0	0	240	0
<u>Roads</u>					
Renewal					
Gravel Road Resheet Program	1,000			1,000	
Road Rehabilitation Program	4,500	1,175		3,325	
Local Road Reseal program	4,500			4,500	
Heavy Industrial Park road infrastructure construction	5,000	2,500			2,500
Upgrade					
Difficult to maintain pavements program	150			150	
Rural Gravel Road Sealing Program	250			250	
Crinigan Road, Morwell	150			150	
Total Roads	15,550	3,675	0	9,375	2,500

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Capital Works Area	Project Cost \$'000	Summary of funding sources				
		Grants \$'000	Contrib's \$'000	Council Cash \$'000 Borrow's \$'000		
Drainage						
New Works						
	2014/15 Drainage Design Works	105			105	
	Erin Park Estate, Traralgon open earth drain	200			200	
	Josie Place, Morwell open earth drain	16			16	
	Morwell Park Oval - Drainage	130	50		80	
Upgrade						
	Moe northwest precinct drainage Stage 2	200			200	
	Drainage augmentation along the Tyers Road plantation	30			30	
	Drainage augmentation vicinity Oak/Poplar Aves, Traralgon - Minor earthworks	10			10	
	Total Off Roads	691	50	0	641	0
Landfill						
New Works						
	Landfill Cell 4 Construction	2,800			2,800	
	Total Landfill	2,800	0	0	2,800	0
Playgrounds						
Renewal						
	Playground Improvement Implementation Plan	252	120		132	
	Total Playgrounds	252	120	0	132	0
TOTAL INFRASTRUCTURE		21,423	4,095	0	14,828	2,500
TOTAL NEW CAPITAL WORKS FOR 2014/15		35,522	12,721	20	19,431	3,350
REPRESENTED BY:						
	Asset renewal expenditure	19,810	3,795	0	13,515	2,500
	New asset expenditure	11,346	7,060	0	3,436	850
	Asset upgrade expenditure	1,706	86	0	1,620	0
	Asset expansion expenditure	2,660	1,780	20	860	0

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2. Works carried forward from the 2013/14 year

Capital Works Area	Project Cost \$'000	Summary of funding sources			
		Grants \$'000	Contrib's \$'000	Council Cash Borrow's \$'000 \$'000	

PROPERTY

Land, Buildings & Improvements

New Works

Taxi Rank at Churchill Town Centre	25			25	
Moe Rail Precinct Revitalisation Project	895			895	

Upgrade

Hazelwood Pondage Caravan Park Wastewater Upgrade Project	1,138	1,000		138	
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Expansion

Gaskin Park Churchill - Design	35			35	
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Total Land, Buildings & Improvements	2,093	1,000	0	1,093	0
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TOTAL PROPERTY	2,093	1,000	0	1,093	0
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PLANT & EQUIPMENT

Furniture & Equipment

Renewal

Performing Arts Lighting & Sound Stage Equipment Replacement Program	22			22	
Latrobe Leisure Maintenance and Upgrade Program	62			62	

Total Furniture & Equipment	84	0	0	84	0
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TOTAL PLANT & EQUIPMENT	84	0	0	84	0
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INFRASTRUCTURE

Footpaths & Cycleways

New Works

Bicycle Plan Projects: Tramway Road, Churchill	104			104	
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Total Footpaths & Cycleways	104	0	0	104	0
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Off Street Carparks

Renewal

Clifton Street Precinct Moe - Stage 4	88			88	
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Upgrade

Newman Park, Traralgon - Access track & Carpark	182			182	
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Total Off Street Carparks	270	0	0	270	0
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2014/2015 Budget Appendices

Capital Works Area	Project Cost \$'000	Summary of funding sources			
		Grants \$'000	Contrib's \$'000	Council Cash \$'000 Borrow's \$'000	
Roads					
New Works					
Churchill ACP Pedestrian Plaza/Access Rd	846			846	
Moe Roundabout	122			122	
Renewal					
Road Rehabilitation Program	2,041			2,041	
Upgrade					
Timber Haulage Prog: Safety Improvement	500			500	
Jumbuk Rd from Junction Rd to Jumbuk Hall	633			633	
Crinigan Road, Morwell - Drainage	250			250	
Total Roads	4,392	0	0	4,392	0
Drainage					
Upgrade					
Moe North West - Drainage	574			574	
Montane Estate, Newborough - Drainage	50			50	
Milburn Court Drainage	140			140	
Total Off Roads	764	0	0	764	0
TOTAL INFRASTRUCTURE	5,530	0	0	5,530	0
TOTAL CARRIED FWD WORKS 2013/14	7,708	1,000	0	6,708	0
REPRESENTED BY:					
Asset renewal expenditure	2,214	0	0	2,214	0
New asset expenditure	1,993	0	0	1,993	0
Asset upgrade expenditure	3,467	1,000	0	2,467	0
Asset expansion expenditure	35	0	0	35	0

Capital Works Area	Project Cost \$'000	Summary of funding sources			
		Grants \$'000	Contrib's \$'000	Council Cash \$'000 Borrow's \$'000	
Asset renewal expenditure	22,023	3,795	0	15,728	2,500
New asset expenditure	13,339	7,060	0	5,429	850
Asset upgrade expenditure	5,173	1,086	0	4,087	0
Asset expansion expenditure	2,695	1,780	20	895	0
TOTAL CAPITAL WORKS	43,230	13,721	20	26,139	3,350

2014/2015 Budget Appendices

4. CAPITAL WORKS (OPERATING)

(These projects are of a capital nature but do not meet the definition of capital expenditure due to them either not being on Council owned/or controlled assets or not relating to an asset class recognised by Council. Expenditure on these projects appears in the Budgeted Standard Income Statement).

Capital Works Area	Project Cost \$'000	Summary of funding sources			
		Grants \$'000	Contrib's \$'000	Council Cash \$'000	Borrow's \$'000

4.1 NEW WORKS FOR 2014/15

Recreation

Unserviceable Street Furniture Replacement Program	40			40	
Removal of old Morwell Skate Park	25			25	
Gippsland Plains Rail Trail - Glengarry to Traralgon Project	52			52	
Moe Netball Lighting project	160	50		110	
Churchill Bowling Club Synthetic Green	400	100		300	
Reconstruction of Moe Netball Courts - Design 2014/15	20			20	
Total Recreation	697	150	0	547	0

Other Land, Buildings & Improvements

Small Town Works Program	70			70	
Lighting Latrobe year 2 & 3 of 3 year program	1,941	1,015		927	
Gippsland Heritage Walk	260	120	80	60	
Dunbar Road rehabilitation works	400			400	
Mapleson Drive retaining wall	200			200	
Total Other Land, Buildings & Improvements	2,871	1,135	80	1,657	0

Landfill

Rehabilitation of Latrobe City landfill sites including Moe, Morwell, Traralgon, Yallourn	1,500			1,500	
Total Landfill	1,500	0	0	1,500	0

Other

Community Minor Capital Grant Program	360			360	
Public Lighting Replacement Program	45			45	
Total Other	405	0	0	405	0

TOTAL 2014/15 NEW CAPITAL WORKS (OPERATING)	5,473	1,285	80	4,109	0
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2014/2015 Budget Appendices

Capital Works Area	Project	Summary of funding sources			
	Cost \$'000	Grants \$'000	Contrib's \$'000	Council	
				Cash \$'000	Borrow's \$'000
4.2 WORKS CARRIED FORWARD FROM 2013/14					
<u>Recreation</u>					
Traralgon City Soccer - Lighting project	90			90	
Total Recreation	90	0	0	90	0
<u>Other Land, Buildings & Improvements</u>					
Small Town Structure	23			23	
Lighting Latrobe year 1 of 3 year program	474			474	
Total Other Land, Buildings & Improvements	498	0	0	498	0
TOTAL WORKS CARRIED FORWARD FROM 2013/14	587	0	0	587	0
TOTAL CAPITAL WORKS (OPERATIONAL)	6,061	1,285	80	4,696	0
TOTAL 2014/15 CAPITAL WORKS PROGRAM	49,290	15,006	100	30,835	3,350

2014/2015 Budget Appendices

Appendix D

Fees and charges schedule

The Fees and Charges adopted as part of the 2014/15 budget process are set out in the attached document, entitled "Latrobe City Fees and Charges 2014/15".

**16.6 LATROBE PLANNING SCHEME REVIEW - PROJECT
IMPLEMENTATION PLAN AND DRAFT STAKEHOLDER
ENGAGEMENT STRATEGY**

General Manager

Planning and Governance

For Decision

PURPOSE

The purpose of this report is to present the Latrobe Planning Scheme Review project implementation plan and the Draft Stakeholder Engagement Strategy to Council for endorsement. This document will be used to guide the delivery of the Latrobe Planning Scheme Review.

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 2013-2017.

*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.

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.

Latrobe City Council Plan 2013 - 2017

Theme 3: Efficient, effective and accountable governance

To provide open, transparent and accountable governance

Strategic Direction - Efficient, effective and accountable governance

Conduct all Council and committee meetings in strict accordance with the law and in an open and transparent manner.

Theme 5: Planning for the future

To provide clear and concise policies and directions in all aspects of planning.

Strategic Direction – Planning for the future

Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

Review our policy and guidelines for new residential development in particular lot density, unit development, road widths and emergency vehicle access.

In consultation with the community, review Council's Municipal Strategic Statement and the Latrobe City Planning Scheme.

Legislation

The discussions and recommendations of this report are consistent with the provisions of the *Planning and Environment Act 1987* and the Latrobe Planning Scheme.

BACKGROUND

The Latrobe City Council Plan 2013-17 identifies the Latrobe Planning Scheme Review as a key strategic direction.

At its Ordinary Council Meeting on 6 November 2013 Council considered the Project Governance Structure for the Latrobe Planning Scheme Review. It resolved:

1. *That Council adopt the Strategic Planning Projects 2013/14- Housing Strategy and Latrobe Planning Scheme Review Project Reference Group Terms of Reference as attached.*
2. *That Council appoints Councillors White, Gibbons, Middlemiss, Gibson and Kam to the Strategic Planning Projects Reference Group.*

The Strategic Planning Projects Reference Group Terms of Reference stated the following objectives:

- To provide input into the development of the Strategic Planning Projects 2013/14; Housing Strategy and Latrobe Planning Scheme Review.
- To assist in the review and inclusion of community consultation feedback and suggestions.
- To be a key reviewer of draft documentation during the development of the Strategic Planning Projects 2013/14; Housing Strategy and Latrobe Planning Scheme Review.

In December 2013 the Strategic Planning Projects 2013/14 Project Reference Group met to provide input and determine the parameters for the Latrobe Planning Scheme Review project brief for public tender.

This resulted in Keaney Planning being engaged to complete both Stage One and Stage Two of the Latrobe Planning Scheme Review (See Figure One below).

ISSUES

Project Overview

The project has been split into three stages as follows.

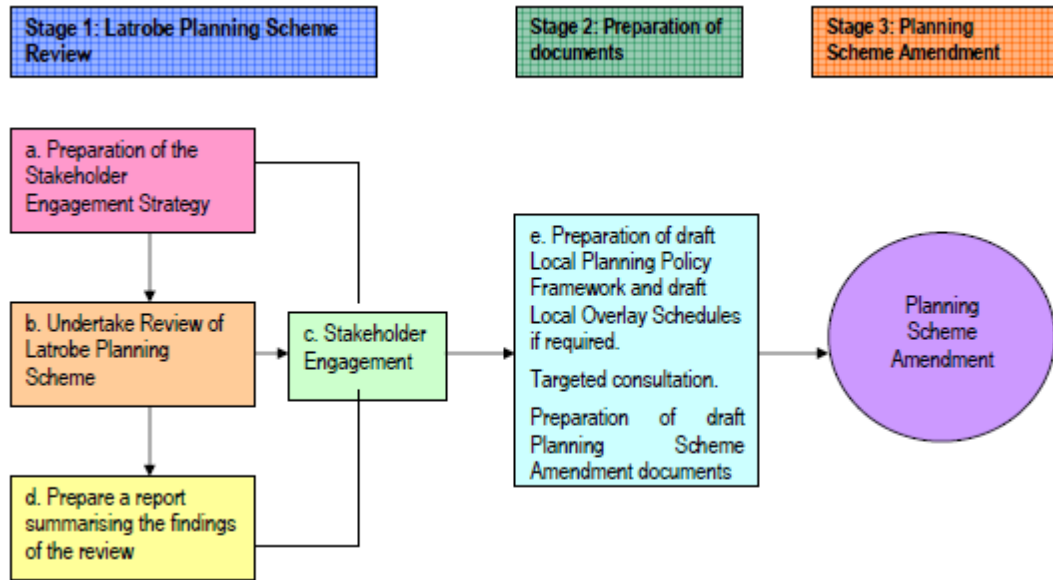


Figure One: The Latrobe Planning Scheme Review Methodology

The Latrobe Planning Scheme Review will consider relevant background and policy documents to inform the Review and consider relevant changes to the local content of the Latrobe Planning Scheme. The consultant will prepare a final Review Report to be presented to Council.

Stage One includes the preparation of the Stakeholder Engagement Strategy. The Stakeholder Engagement Strategy will guide consultation using a variety of engagement techniques to encourage community, agency, business and industry involvement. The Strategy will apply to Stage One and Two of the project. Stage One engagement will assess the performance of the existing planning scheme and to identify any new or recurring planning issues.

Stage Two of the project will include the rewrite of the Local Policy Planning Framework to prepare for the Planning Scheme Amendment process. This stage will incorporate targeted stakeholder engagement to agency and internal Council departments.

Stage Three, the Planning Scheme Amendment is not part of this project.

Project Implementation Plan (Revised)

A project implementation plan has been developed taking into account the staged approach as outlined above and the capacity of the project team. The project implementation plan is provided as Attachment One.

The project implementation plan seeks to deliver the Latrobe Planning Scheme Review Report to the September Ordinary Council Meeting. The preparation of the Planning Scheme Amendment documentation is proposed to occur by December 2014. The project implementation plan identifies approximate timeframes for key tasks, including Project Board, Project Reference Group and Project Assurance Group meetings.

Stakeholder Engagement Strategy (Draft)

Stakeholder engagement is a critical element of the Latrobe Planning Scheme Review. At the Ordinary Council Meeting on 6 November 2013, Council adopted the Terms of Reference for the Strategic Planning Projects 2013/14 – Housing Strategy and Planning Scheme Review; Project Reference Group. One of the major objectives of the Project Reference Group is to provide input into the development of the project brief and stakeholder engagement strategy for the Latrobe Planning Scheme Review.

During March and April 2014 the Strategic Planning Projects 2013/14 Project Reference Group met to consider the parameters of the Stakeholder Engagement Strategy including the level of participation from the community, key stakeholders and measures for successful engagement. The Draft Stakeholder Engagement Strategy is provided as Attachment Two. This is considered to be Stage 1a as shown in Figure One.

The bulk of the community, staff and agency stakeholder engagement will be undertaken in Stage 1b of the Stakeholder Engagement Strategy. The engagement will assess the performance of the existing planning scheme and to identify any new or recurring planning issues. A variety of engagement methods will be used to capture feedback from stakeholders.

The timelines provided in Stage 1b of the Draft Stakeholder Engagement Strategy correspond with the project implementation plan.

A Latrobe Planning Scheme Review Report (Draft) is the key outcome of this project. The Latrobe Planning Scheme Review Report (Draft) will be made available for comment from identified stakeholders, as part of Stage 1d of the Stakeholder Engagement Strategy

Targeted stakeholder engagement will be undertaken to prepare the draft Policy Planning Framework and Overlay Schedules (if required) as part of Stage 2 of the Stakeholder Engagement Strategy.

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 Latrobe Planning Scheme Review Project has been allocated \$100,000 in the 2013/14 budget year.

INTERNAL/EXTERNAL CONSULTATION*Details of Community Consultation:*

Engagement activities will be undertaken as part of the Latrobe Planning Scheme Review in accordance with the *Community Engagement Plan 2010-2014*. The Draft Stakeholder Engagement Plan is provided as Attachment Two. It uses a variety of engagement techniques to encourage community, agency, business and industry involvement. The Project Managers, Keaney Planning and the Strategic Planning Projects 2013/14 Project Reference Group have developed the Draft Stakeholder Engagement Strategy.

OPTIONS

1. That Council endorse the Project Implementation Plan and the Stakeholder Engagement Strategy to support the delivery of the project
2. That Council does not endorse the Project Implementation Plan and the Stakeholder Engagement Strategy and requests further details regarding implementation and stakeholder engagement for the delivery of the Latrobe Planning Scheme Review.

CONCLUSION

Latrobe City Council has engaged Keaney Planning to undertake Stage One and Two (as shown in Figure One) of the Latrobe Planning Scheme Review. A project implementation plan has been provided indicating a December 2014 completion date. A Draft Stakeholder Engagement Strategy has been prepared with guidance and input from the consultant, Officers, the Project Board and Project Reference Group.

Attachments

1. Project Implementation Plan - Revised
2. Draft Stakeholder Engagement Strategy

RECOMMENDATION

1. **That Council endorse the Project Implementation Plan and Stage 1 of the Draft Stakeholder Engagement Strategy**

Moved: Cr Gibbons
Seconded: Cr Middlemiss

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

16.6

Latrobe Planning Scheme Review - Project Implementation Plan and Draft Stakeholder Engagement Strategy

- | | | |
|---|---|-----|
| 1 | Project Implementation Plan - Revised..... | 607 |
| 2 | Draft Stakeholder Engagement Strategy | 611 |



Latrobe Planning Scheme Review 2014

PROJECT IMPLEMENTATION PLAN – REVISED

The need to review the Latrobe Planning Scheme is a legislative requirement under the *Planning and Environment Act 1987*. The Latrobe Planning Scheme Review is also recognised in the 2013 – 2017 Council Plan as a key strategic direction.

The benefits of undertaking a Planning Scheme Review are:

- To improve the performance of the planning scheme and strengthen its strategic objectives to satisfy the requirements of section 12B of the Act;
- To streamline planning processes;
- To reduce the complexity of processes; and
- To identify unnecessary permit requirements.

The project will be undertaken in two stages consisting of five (5) key components. A diagram of the project methodology is shown in Figure 1 and a description of each stage is outlined below. Stage 3 will be the preparation of a Planning Scheme Amendment to make changes identified in the Latrobe Planning Scheme Review. This stage does not form part of this project. Stage 3 will involve consultation with key stakeholders through a separate Planning Scheme Amendment exhibition process.

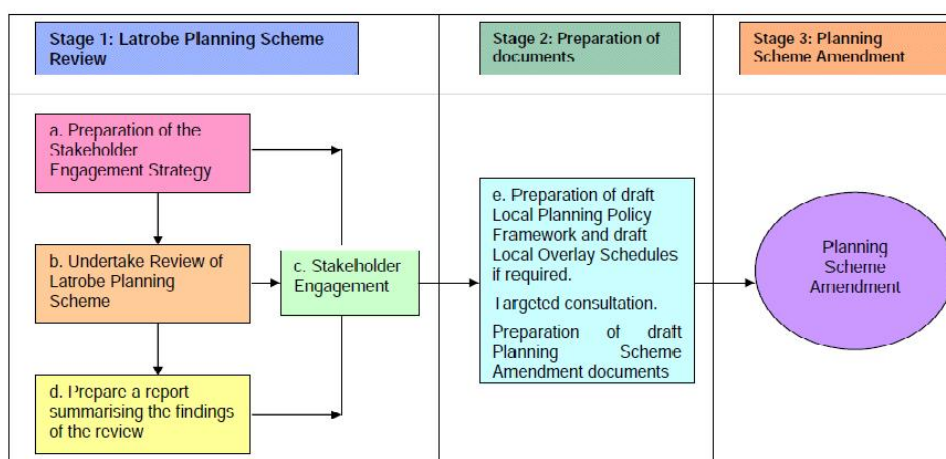


Figure 1 – Project Methodology

Stage One: Latrobe Planning Scheme Review

Stage One includes of the preparation of the Stakeholder Engagement Strategy. The Stakeholder Engagement Strategy will guide consultation using a variety of engagement techniques to encourage community, agency, business and industry involvement. The Strategy will apply to Stage One and Two of the project. Stage One engagement will assess the performance of the existing planning scheme and to identify any new or recurring planning issues.

The Latrobe Planning Scheme Review will consider relevant background and policy documents to inform the Review and consider relevant changes to the local content of the Latrobe Planning Scheme. The consultant will prepare a final Review Report to be presented to an Ordinary Council Meeting.

Stage Two: Preparation of Planning Scheme Amendment Documents

Stage Two of the project will include the rewrite of the Local Policy Planning Framework to prepare for the Planning Scheme Amendment process. This stage will incorporate targeted stakeholder engagement to agency and internal Council departments.

PROJECT TIMELINES

Keaney Planning has been engaged to assist Council officers to complete both Stage One and Stage Two of the Latrobe Planning Scheme.

The submission by Keaney Planning modified the Project Timelines with an expected Stage Two project delivery date of December 2014. The Tasks of the Project are outlined below (i.e. Stages One and Two). As the project progresses, timelines may need to be adjusted for any unexpected delays in the project.

Any changes to the project timelines listed below will be approved by the Project Board and endorsed by the Project Reference Group.

Number	Task	Timeline (Nominal)
Stage 1		
1	Inception meeting	April 2014 (completed)
2	Review of relevant background documents to inform the project, methodology and to confirm content that is relevant to the project.	April/May 2014
	Project Governance Engagement Project Board X 1 Project Reference Group X 2	

Number	Task	Timeline (Nominal)
3	Development of Stakeholder Engagement Strategy which is consistent with the <i>Latrobe City Council Community Engagement Plan 2010 – 2014</i> and endorsed by the Project Governance Group that will be delivered as an integral part of the Latrobe Planning Scheme Review	April/May 2014
	Project Governance Engagement Project Reference Group X 1	
4	Begin implementation of the Stakeholder Engagement Strategy. Consult with stakeholders to identify issues, constraints and opportunities relevant to the Latrobe Planning Scheme.	May/June 2014
	Project Governance Engagement Project Board X 1 Project Reference Group X 1 Project Assurance Group X 1	
5	Workshop with Councillors on relevant background information.	May 2014
6	Prepare a review report in accordance with the Department of Planning, Transport and Local Infrastructure General Practice Note – <i>Review of Planning Schemes February 2006</i> and <i>Continuous Improvement Review Kit 2006</i> . The report should include a summary of stakeholder engagement that has been undertaken.	August 2014
	Project Governance Engagement Project Board X 1 Project Reference Group X 2 Project Assurance Group X 1	
7	Review of Draft Reports by Project Governance Group, Council Officers and management	August 2014
	Project Governance Engagement Project Board X 1 Project Reference Group X 2 Project Assurance Group X 1	
8	Presentation of draft report to Senior Leadership Team / Executive Team	August 2014
9	Presentation of draft report to Councillors, including a workshop (if required).	August 2014
10	Present draft final report to Council for their consideration.	September 2014
Stage 2		
11	Preparation of draft Planning Policy Framework	October 2014

Number	Task	Timeline (Nominal)
12	Targeted consultation with key stakeholder groups as proposed in the Stakeholder Engagement Strategy	
14	Preparation of draft Planning Scheme Amendment documents necessary to seek Ministerial Authorisation	November 2014
15	Review of Planning Scheme Amendment Documents by Project Governance Group and planning staff	December 2014
	Project Governance Engagement Project Board X 2 Project Reference Group X 3 Project Assurance Group X 2	
16	Finalisation of Planning Scheme Amendment Documents	December 2014

Stakeholder Engagement Strategy

Latrobe Planning Scheme Review

May 2014



Keaney Planning
66 The Esplanade
Maribyrnong VIC 3032
0411 147 559
Email: keanplan@bigpond.com

with

Glossop Town Planning
Level 1, 182 Capel Street,
North Melbourne VIC 3051
93292288
Email: mail@glossopco.com.au





SUMMARY

This stakeholder engagement strategy should be read in conjunction with the Project Implementation Plan (revised), and relates to Stage 1 of the Latrobe Planning Scheme Review project (see Figure One below). Stage 2 stakeholder engagement will be informed by the outcomes of Stage 1. Stage 3 does not form part of this project and will have a separate stakeholder engagement strategy.

This stakeholder engagement strategy has been informed by the State Government's *Continuous Improvement Kit 2006* and the *Latrobe City Council Community Engagement Plan 2010- 2014*.

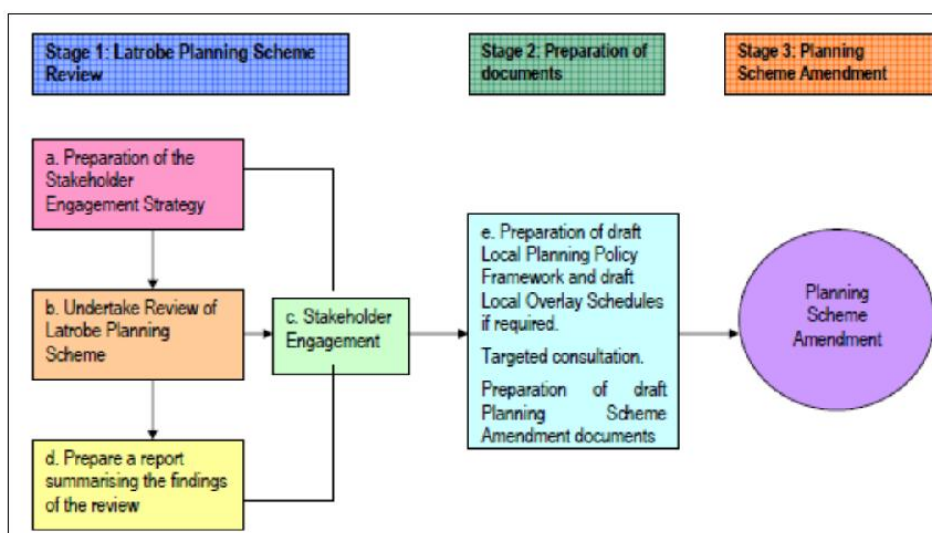


Figure One – Project Methodology



STAKEHOLDER ENGAGEMENT STRATEGY

Stage 1: Undertake Review of Latrobe Planning Scheme and consult on the performance of the Planning Scheme

The consultation program will be based on this stakeholder engagement strategy (SES). Stakeholder engagement will be used to assess the performance of the existing planning scheme and to identify any new or recurring planning issues. The consultation will also assist in identifying and prioritising key planning scheme issues for which action will be necessary. This SES should be read in conjunction with the Project Implementation Plan (revised).

Stage 2: Prepare Planning Policy Framework

Stakeholder engagement for Stage 2 will be informed by the outcomes of Stage 1



Table One: Stage 1 Stakeholder Engagement Schedule

Activity Planned/Target Audience/Purpose	When# (Week Beginning)	Task*	Level on IAP2 Spectrum	Responsibility	Measure of Success
Latrobe City Staff – Workshop To gain understanding of key policy changes/policies arising since last review. to inform project	28 April 2014	Four	Consult	Lead: Consultant Assist: Project Manager	Internal staff engaged in project, understanding of key policy changes/policies arising since last review.
Project Board Meeting – Review relevant background documents	12 May 2014	Two	Inform	Lead: Project Manager	Project Board meeting held; with opportunity to provide discussion on preliminary background documents and issues for understanding of project.
Project Reference Group Meeting – Review relevant background documents	19 May 2014	Two	Involve	Lead: Consultant Assist: Project Manager	Project Reference Group held; with opportunity to provide discussion on preliminary background documents and issues for understanding of project moving forward.
Prepare online and hard copy surveys to capture feedback from identified stakeholders inviting comment on the operation and effectiveness of the Latrobe Planning Scheme and on key land use issues in the Latrobe municipality. Refer to Attachment 1 for a list of stakeholders	19 May 2014	Four	Consult	Lead: Project Manager/Consultant	Survey prepared and distributed online 'Have Your Say' page ; Hard copy survey posted to stakeholders listed in Attachment 1. Surveys completed by stakeholders providing an understanding of the operation and effectiveness of the Latrobe Planning Scheme and on key land use issues in the Latrobe municipality. Surveys compiled into useful statistics/data. Constructive feedback received and incorporated into Review Report.
Gippsland FM radio guest	19 May 2014	Four	Inform	Lead: Project Manager	Planning and project update provided with links back to Council website for further information.
Prepare the 'Have Your Say' page on Latrobe City Council to register interested parties; include link to survey.	19 May 2014	Four	Inform	Lead: Project Manager Assist: Consultant	Council website updated to provide contact list of interested parties. Link to survey provided.
Finalise and action press release Print and	19 May 2014	Four	Inform	Lead: Project Manager	Press release provided to Latrobe Valley



Website				Assist: Consultant	Express (subject to Editors discretion) and on Council's website.
Inclusion in the 'Notice Board' in the Latrobe Valley Express Part 1	19 May 2014	Four	Inform	Lead: Project Manager Assist: Consultant	Project update and planning education component (Part 1) is included in Council Noticeboard.
Poster of project in selected Council facilities, Service centres and Libraries.	19 May 2014	Four	Inform	Lead: Project Manager	Posters are placed in selected Council facilities, Service centres and Libraries informing project outcomes.
Workshop with Council Statutory and Environmental Planning Teams	19 May 2014	Four	Consult	Lead: Consultant Assist: Project Manager	Key users of the Planning Scheme are engaged in the project, understanding of key review areas. Understanding of statutory planning improvements that the Review could recommend. Feedback provided to inform key issues and recommendations of Review Report.
Project Assurance Group Meeting Identify issues, constraints and opportunities relevant to the Latrobe Planning Scheme; review relevant background documents	26 May 2014	Four	Involve	Lead: Consultant Assist: Project Manager	Project Assurance Group held to identify issues, constraints and opportunities and preliminary discussions on background documents as 'users' of the Latrobe Planning Scheme. Feedback provided to inform key issues and recommendations of Review Report.
Workshop with Councillors on relevant background issues/key discussion points	26 May 2014 (I&D)	Five	Involve	Lead: Consultant Assist: Project Manager	Workshop undertaken, with Councillor input provided into background issues/key discussion points. Feedback provided to inform key issues and recommendations of Review Report.
Workshop with key agency stakeholders to identify key issues for consideration. Written feedback requested by 30 th June 2014.	26 May 2014	Four	Involve	Lead: Consultant Assist: Project Manager	Workshop held with representatives from key agencies attending. Feedback provided to inform key land use planning issues and recommendations to be incorporated into Review Report.
Choose a development front in each main town to send out hard copy survey to inform key land use planning issue in new development. This will capture arising issues of community members with recent	26 May 2014	Four	Consult	Lead: Project Manager	Areas to be confirmed with Project Reference Group. Surveys posted to individual households across four main towns providing understanding of common issues/misunderstandings arising from recent



statutory/strategic planning experience.					users. Surveys compiled into useful statistics/data. Constructive feedback received and incorporated into Review Report.
Project Reference Group Meeting – Review relevant background documents (if required)	TBA	Two	Involve	Lead: Consultant Assist: Project Manager	Project Reference Group held. Feedback provided to inform key issues and recommendations of Review Report.
Workshop with Latrobe City Council Managers Identify issues, constraints and opportunities relevant to the Latrobe Planning Scheme (if required)	TBA	Four	Involve	Lead: Consultant Assist: Project Manager	Workshop with Executive/Senior Leadership Team to identify issues, constraints and opportunities as 'users' of the Latrobe Planning Scheme.
Inclusion in the 'Notice Board' in the Latrobe Valley Express Part 2.	2 June 2014	Four	Inform	Lead: Project Manager Assist: Consultant	Project update and planning education component (Part 2) is included in Council Noticeboard.
Project Reference Group Meeting Identify issues, constraints and opportunities relevant to the Latrobe Planning Scheme	9 June 2014	Four	Involve	Lead: Consultant Assist: Project Manager	Project Reference Group held. to identify issues, constraints and opportunities as 'users' of the Latrobe Planning Scheme and included in Review Report.
Distribute invitation to persons who registered their interest in the project and who have responded to the on line survey (where possible)	9 June 2014	Four	Involve	Lead: Project Manager Assist: Consultant	Letter distributed to all registered interested parties/stakeholders advising of 'drop in' session on 23 June 2014.
Inclusion in the 'Notice Board' in the Latrobe Valley Express Part 3.	9 June 2014	Four	Inform	Lead: Project Manager Assist: Consultant	Project update and planning education component (Part 3) is included in Council Noticeboard.
Conduct 'drop in' sessions at Morwell, Traralgon, Moe and Churchill for community members to discuss project face to face Recurrent messages to be addressed in Review Report.	23 June 2014	Four	Consult	Lead: Consultant and/or Project Manager	Drop in sessions held. A representative sample of community members across the municipality is engaged in providing feedback. Constructive feedback from drop in sessions considered in Review Report.

‡ Week of (nominal dates – subject to change and Council endorsement)

* Refer to Project Implementation Plan – Revised for full list of identified key project task



ATTACHMENT 1 - KEY STAKEHOLDERS

Stakeholder engagement is a critical element of the Latrobe Planning Scheme Review Project. At the project inception Latrobe City Council have identified known key stakeholders. The list below will be used for targeted engagement as outlined in Table One. The consultation program in Table One will allow non targeted stakeholders the opportunity for involvement throughout the project.

- Governance Groups (Project Board, Project Reference Group, Project Assurance Group)
- Councillors
- Internal Council Departments
 - Healthy Communities
 - Community Development
 - Statutory Planning
 - Infrastructure
 - Environment
 - Economic Development
- Referral Authorities/Agencies
 - Department of Planning, Transport and Local Infrastructure
 - Department of Environment and Primary Industries
 - Department of Health
 - Department of Human Services
 - Department of Education and Early Childhood Development
 - Department of State Development, Business and Innovation
 - Environment Protection Authority
 - VicRoads
 - Latrobe Community Health Service
 - West Gippsland Catchment Management Authority
 - Gippsland Water
 - Southern Rural Water
 - SP Ausnet
 - Telstra
 - APA Group
 - Parks Victoria
 - Country Fire Authority
 - Clean Coal Victoria
 - State Emergency Services
 - Victoria Police
 - Heritage Victoria
 - National Trust of Victoria
 - Aboriginal Affairs Victoria
 - Latrobe Regional Hospital
 - Regional Development Victoria
 - Public Transport Victoria
 - Gunaikurnai Land and Waters Aboriginal Corporation
 - Ambulance Victoria



- VicTrack
- Victorian Commission Gambling & Liquor Regulation
- Latrobe Regional Airport
- Worksafe Victorian Workcover Authority
- Community/Ratepayers Groups
- Major Industry (seek out Economic Development list)
- Business Groups – i.e. Traders, Chambers of Commerce (Using existing databases)
- Registered businesses (seek out Economic Development list include Planning Consultants/Developers/Builders/Land surveyors etc..)

**16.7 MARCH 2014 QUARTERLY FINANCIAL AND PERFORMANCE
REPORT**

General Manager

Planning and Governance

For Information

PURPOSE

The purpose of this report is to present the March 2014 quarterly Financial and Performance Report to Council.

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.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 3: Efficient, effective and accountable governance

Strategic Direction – Regularly report Council decisions and performance to the community

Legislation –

Local Government Act 1989

BACKGROUND

Under the provisions of the *Local Government Act 1989 Section 138 (1)*, at least every six months, the Chief Executive Officer must ensure that a statement comparing the budgeted revenue and expenditure to date is presented to Council. This report ensures compliance with this legislative requirement.

The attached report as at 31 March 2014 is provided for the information of Council and the community. The financial report compares budgeted income and expenditure with actual results for the first nine months of the

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

financial year. A status report on the Key Strategic Activities, adopted in the 2013/2014 budget is also attached.

ISSUES

The attached report, "Income Statement", shows the actual result for the nine months ended 31 March 2014 compared with the budgeted year to date result. The report also provides a forecast for the full year financial result compared to the budgeted full year financial result.

Overall the report is showing an unfavourable year to date variance of \$0.661M. This is a result of an unfavourable variance of \$3.020M in income mainly due to the following factors;

- Operating grants and contributions (\$2.869M unfavourable) due to Victoria Grants Commission allocations for 2013/2014 being advanced to Council in June 2013 and therefore recognised in the 2012/2013 carry forward surplus.
- Capital grants and contributions (\$2.125M unfavourable) mainly as a result of later timing of project grants than anticipated in the budget.

These unfavourable income variances have been partially offset by favourable variances in the other income categories as detailed in the report.

The unfavourable income variance is largely offset by a favourable year to date expenditure variance of \$2.358M resulting from the following factors;

- Materials and Services (\$2.261M) principally relating to project and program expenditure that will be incurred later than anticipated in the budget.
- Employee costs (\$0.497M) principally relating to a number of unfilled vacant staffing positions in the first nine months of the financial year.
- Finance Costs (\$0.165M) as a result of Council receiving a lower interest rate than budgeted for its 2013/2014 borrowings.

The "Income Statement" report forecasts a surplus result for the full financial year of \$3.615M which is an unfavourable variance of \$7.895M to the original budget. The main contributing factors are reduced grant revenue and additional recurrent program expenditure relating to surplus funds generated in previous years. The 2012/2013 financial year surplus was \$6.741M greater than the Adopted Budget mainly due to a combination of government grants received in advance and other unspent project and program funding required to be carried forward for completion in 2013/2014. More detailed explanations of all variances are included in the attached 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.

This report assists in ensuring legislative requirements are met.

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

The attached report provides details of budget variances for the nine months to 31 March 2014 and the forecasted full financial year.

INTERNAL/EXTERNAL CONSULTATION

No consultation was required in the preparation of this report.

OPTIONS

The requirement to report on financial and key strategic actions quarterly is a statutory requirement, therefore the options that exist are:

1. Council receives and notes the financial and performance report for the quarter ending 31 March 2014, in accordance with the *Local Government Act 1989*; or
2. Council does not accept the report; or
3. Council seeks additional information.

CONCLUSION

The attached report provides financial details, as required by the *Local Government Act 1989*. The report indicates that Council is operating within the parameters of its 2013/2014 adopted budget. Variances arising from the timing of the receipt of grant revenues and the carry over of incomplete 2012/2013 recurrent and capital works programs to be completed in 2013/2014 have resulted in a forecasted reduced operating surplus for the full financial year. This reduction is fully offset and largely a result of the additional surplus achieved in the 2012/2013 financial year.

Attachments

1. March 2014 Quarterly Finance Report
2. March 2014 KSA Report

RECOMMENDATION

That Council receives and notes the financial and performance reports for the nine months ended 31 March 2014, in accordance with the *Local Government Act 1989*.

Moved: Cr White
Seconded: Cr Rossiter

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

16.7

MARCH 2014 QUARTERLY FINANCIAL AND PERFORMANCE REPORT

- | | | |
|----------|--|------------|
| 1 | March 2014 Quarterly Finance Report | 625 |
| 2 | March 2014 KSA Report | 639 |

STANDARD INCOME STATEMENT
For The Quarter Ended 31 March 2014

	NOTE	YTD Actual \$'000	YTD Budget \$'000	Variance YTD Act/Bud \$'000	Full Year Forecast \$'000	Annual Budget \$'000	Variance Annual Budget /Forecast \$'000
INCOME							
Rates	1	66,400	66,494	(94)	66,404	66,530	(126)
Operating Grants and Contributions	2	14,965	17,833	(2,869)	19,879	23,504	(3,625)
Capital Grants and Contributions	3	3,092	5,217	(2,125)	9,855	11,777	(1,921)
Interest	4	1,153	915	238	1,596	1,223	373
User fees and charges	5	11,520	10,199	1,321	15,323	14,060	1,263
Other Income	6	1,987	1,441	546	2,784	1,869	915
Developer Contributions (Cash)	7	28	54	(26)	46	72	(26)
Developer Contributed assets	8	0	0	0	2,000	2,000	0
Net gain (loss) on disposal of property, infrastructure and equipment	9	(11)	0	(11)	0	0	0
TOTAL INCOME		99,134	102,153	(3,020)	117,888	121,035	(3,147)
EXPENSES							
Employee costs	10	34,918	35,414	497	49,978	49,696	(282)
Materials and services	11	20,064	22,325	2,261	35,083	31,995	(3,088)
Bad and Doubtful Debts	12	14	14	(1)	20	18	(2)
Finance costs	13	857	1,021	165	1,183	1,337	154
Other Expenditure	14	3,538	3,313	(225)	5,269	4,378	(890)
Depreciation and amortisation	15	16,891	16,553	(338)	22,740	22,100	(640)
TOTAL EXPENSES		76,283	78,641	2,358	114,272	109,524	(4,748)
SURPLUS (DEFICIT) FOR THE YEAR		22,851	23,512	(661)	3,615	11,510	(7,895)

NOTES TO THE INCOME STATEMENT - Year to Date and Full Year Variances**1. Rates****Year to Date - (\$0.094M) Unfavourable**

The unfavourable variance is primarily a result of lower than anticipated supplementary rates growth.

Full Year - (\$0.126M) Unfavourable

The unfavourable variance is primarily a result of lower than anticipated supplementary rates growth.

2. Operating grants and contributions**Year to Date - (\$2.869M) Unfavourable**

The unfavourable variance is mainly due to the Grants Commission first instalment being received in the 2012/2013 financial year and included in last financial year's surplus together with other variances in the timing of receipt of grants.

Full Year - (\$3.625M) Unfavourable

The unfavourable variance is due to the first instalment (\$5,684K) for 2013/2014 Grants Commission allocations being received in the 2012/2013 financial year. This has been partially offset by Child and Family Services programs (\$504K), additional funding for Vicroads Blackspot projects (\$487K), the February 2014 Hems Oak & Mine Fire (\$411K), Flood Recovery (\$240K) and Fire Services Levy Implementation (\$106K) together with a number of other minor variances.

3. Capital Grants and Contributions**Year to Date - (\$2.125M) Unfavourable**

The unfavourable variance is mainly due to later than anticipated receipt of project funding mainly for the Moe Rail Precinct Revitalisation and partially offset by some favourable timing variances for the Moe Outdoor Pool and Newman Park Access Track & Carpark project.

Full Year - (\$1.921M) Unfavourable

The unfavourable variance is mainly due to the Moe Rail Precinct Revitalisation Project not being received in this financial year (\$5M) which is offset by funds for Major Flood Recovery Works from March 2011 & June 2012 anticipated to be received by the end of the Financial year (2.4M).

4. Interest**Year to Date - \$0.238M Favourable**

The favourable variance is a result of greater than expected funds available for investing.

Full Year - \$0.373M Favourable

The favourable variance is a result of greater than expected funds available for investing.

5. User fees and charges**Year to Date - \$1.321M Favourable**

The favourable variance is mainly a result of higher than expected income in Landfill gate fees (\$1.1M) and subdivision supervision fees (\$182K).

Full Year - \$1.263M Favourable

The forecasted variance is mainly a result of expected additional income in Landfill gate fees (\$1.1M) and subdivision supervision fees (\$176K) partially offset by expected unfavourable results for Home Care services and Family Day Care.

6. Other Income**Year to Date - \$0.546M Favourable**

The favourable variance is mainly due to an insurance claim for earthquake damage at the Moe Tennis Complex (\$205K), greater than anticipated interest on rate arrears (\$144K) and Property Sales (\$130K).

Full Year - \$0.915M Favourable

The favourable variance is mainly due to Road Rehab Program - Marshals Road (\$260K), an insurance claim for earthquake damage at the Moe Tennis Complex (\$205K), greater than anticipated interest on rate arrears (\$152K) and Property Sales (\$130K) together with a number of other minor variances.

7. Developer Contributions**Year to Date - (\$0.026M) Unfavourable**

Minor variance.

Full Year - (\$0.026M) Unfavourable

Minor variance.

8. Developer Contributed assets**Year to Date - \$0.000M Nil Variance**

No variance to date.

Full Year - \$0.000M Nil Variance

No variance is forecasted at this stage.

9. Net gain (loss) on disposal of property, infrastructure and equipment
Year to Date - (\$0.011M) Unfavourable

Minor variance.

Full Year - \$0.000M Nil Variance

No variance is forecasted at this stage.

10. Employee costs
Year to Date - \$0.497M Favourable

The favourable variance is largely due to a number of vacant staffing positions during the financial year.

Full Year - (\$0.282M) Unfavourable

The unfavourable variance due to an increase in the workcover premium and additional temporary contract staff which is offset by a number of vacant positions.

11. Materials and services
Year to Date - \$2.261M Favourable

The favourable year to date result is mainly due to a number of minor variances in the timing of works and supplier payments.

Full Year - (\$3.088M) Unfavourable

The unfavourable full year variance reflects expenditure on a number of projects/programs that were funded from the 2012/2013 accumulated surplus due to them not being fully completed in the last financial year. Other contributing factors are expenditure on new externally funded programs and additional expenditure required to implement Council's new procurement policy.

12. Bad and Doubtful Debts
Year to Date - (\$0.001M) Unfavourable

Minor variance.

Full Year - (\$0.002M) Unfavourable

Minor variance.

13. Finance costs**Year to Date - \$0.165M Favourable**

The favourable variance is a result of Council receiving a lower interest rate than budgeted for its 2013/2014 borrowings.

Full Year - \$0.154M Favourable

The favourable variance forecasted is a result of Council receiving a lower interest rate than budgeted for its 2013/2014 borrowings, it is proposed to apply these savings to increase loan principal repayments.

14. Other Expenditure**Year to Date - (\$0.225M) Unfavourable**

The unfavourable result to date is mainly due to various minor variances in the timing of grants and an increase in Environmental Protection Agency (EPA) levies as a result of greater than expected volumes of commercial waste received at Council's landfill facility.

Full Year - (\$0.890M) Unfavourable

The forecasted unfavourable variance is mainly due to the Community Minor Capital Grants Program being incorrectly classified as Materials and Services in the adopted budget (\$414K), the forecast has been amended to correctly classify them as Other Expenditure. The other main variance is higher than expected Environmental Protection Agency (EPA) levies as a result of greater than expected volumes of commercial waste received at Council's landfill facility.

15. Depreciation**Year to Date - (\$0.338M) Unfavourable**

The unfavourable result to date is mainly due to larger than anticipated increases in infrastructure valuations in the 2012/2013 financial year, that were identified after the budget was prepared.

Full Year - (\$0.640M) Unfavourable

The unfavourable result forecasted is mainly due to larger than anticipated increases in infrastructure valuations in the 2012/2013 financial year, that were identified after the budget was prepared.

RECONCILIATION OF STANDARD INCOME STATEMENT TO CASH BUDGET
For The Quarter Ended 31 March 2014

NOTE	YTD Actual \$'000	YTD Budget \$'000	Variance YTD Act/Bud \$'000	Full Year Forecast \$'000	Annual Budget \$'000	Variance Annual Budget /Forecast \$'000
Operating Surplus (Deficit)	22,851	23,512	(661)	3,615	11,510	(7,895)
Reconciliation to Cash Budget						
Plus Depreciation	16,891	16,553	338	22,740	22,100	640
Plus Written Down Value of Assets Disposed	299	447	(147)	629	621	8
Less Developer Contributed assets	0	0	0	(2,000)	(2,000)	0
Less Capital Expenditure	(16,382)	(26,033)	9,651	(30,007)	(41,216)	11,209
Less Loan Principal Repayments	(2,816)	(2,691)	(125)	(3,705)	(3,483)	(222)
Less Landfill Rehabilitation Expenditure	(449)	0	(449)	(1,134)	(2,850)	1,716
Plus Internal Transfers	17,866	6,880	10,986	1,163	6,347	(5,184)
Plus Loan Proceeds	8,970	8,970	0	8,970	8,970	0
Net Other Non-Operating Items	22	(0)	22	0	0	0
Net Total Non-Operating items	(24,402)	(4,125)	(20,277)	3,344	11,510	(8,167)
Cash Budget Surplus (Deficit)	47,253	27,637	19,615	272	0	272

STANDARD INCOME STATEMENT
For The Quarter Ended 31 March 2014 Compared To Previous Financial Year

	2013/14			2012/13		
	YTD Actuals	YTD Budgets	Variance YTD Act/Bud	YTD Actuals	YTD Budgets	Variance YTD Act/Bud
INCOME						
Rates	66,400	66,494	(94)	62,632	62,492	140
Operating Grants and Contributions	14,965	17,833	(2,869)	13,992	17,831	(3,838)
Capital Grants and Contributions	3,092	5,217	(2,125)	2,006	760	1,246
Interest	1,153	915	238	1,330	746	584
User fees and charges	11,520	10,199	1,321	10,121	10,849	(729)
Other Income	1,987	1,441	546	1,771	1,530	241
Developer Contributions (Cash)	28	54	(26)	608	52	555
Developer Contributed assets	0	0	0	986	0	986
Net gain (loss) on disposal of property, infrastructure and equipment	(11)	0	(11)	(15)	0	(15)
TOTAL INCOME	99,134	102,153	(3,020)	93,431	94,261	(830)
EXPENSES						
Employee costs	34,918	35,414	497	32,729	32,813	84
Materials and services	20,064	22,325	2,261	22,240	25,029	2,789
Bad and Doubtful Debts	14	14	(1)	12	20	8
Finance costs	857	1,021	165	832	855	23
Other Expenditure	3,538	3,313	(225)	2,869	3,363	494
Depreciation and amortisation	16,891	16,553	(338)	14,031	16,050	2,019
TOTAL EXPENSES	76,283	78,641	2,358	72,713	78,131	5,417
SURPLUS (DEFICIT) FOR THE YEAR	22,851	23,512	(661)	20,718	16,130	4,588

STANDARD CASH FLOW STATEMENT

For the Quarter ended 31 March 2014

	NOTE	YTD Cash Flow \$'000s	Adopted Budget Annual Cashflow \$'000s	Cash Flow 2012/13 \$'000s
CASH FLOWS FROM OPERATING ACTIVITIES				
<i>Receipts</i>				
Rates and charges		54,405	65,534	62,471
User fees and fines		11,994	14,060	15,496
Grants		18,015	35,209	30,458
Interest Received		1,202	1,223	1,773
Developer Contributions		28	72	665
Other Receipts		12,958	1,941	4,095
		98,602	118,039	114,957
<i>Payments</i>				
Employee Costs		(37,301)	(49,112)	(46,008)
Other Payments		(47,863)	(46,467)	(37,125)
		(85,164)	(95,579)	(83,133)
Net cash from operating activities		13,438	22,460	31,824
CASH FLOWS FROM INVESTING ACTIVITIES				
Net movement in financial assets (investments)		(5,500)	0	(5,190)
Proceeds from Property, Plant & Equipment		288	621	828
Payments for Property, Plant & Equip		(16,382)	(41,216)	(24,286)
Net Cash Flows used in investing activities		(21,594)	(40,595)	(28,648)
CASH FLOWS FROM FINANCING ACTIVITIES				
Finance costs		(857)	(1,337)	(1,086)
Proceeds from borrowings		8,970	8,970	1,000
Repayment of borrowings		(2,816)	(3,483)	(3,150)
Other Interest Bearing Liabilities		0	0	0
Net Cash Flows from Financing Activities		5,297	4,150	(3,237)
Net Increase/(Decrease) in cash held		(2,860)	(13,985)	(60)
Cash & cash equivalents at beginning of year	1	27,663	31,011	27,723
Cash & cash equivalents at end of period		24,803	17,026	27,663

NOTES

1. The budgeted cash at the beginning of the year was based on \$10.714M of the 2012/2013 capital works program being incomplete at 30 June 2013. The actual amount of incomplete capital works and capital grants received in advance was \$13.354M. This additional \$2.640M together with additional advance funding and incomplete operational projects from 2012/2013 are the principal factors contributing to the variance in the opening cash balance.

STANDARD BALANCE SHEET
 As at 31 March 2014

	Current Balance \$'000s	Balance as at 30/06/2013 \$'000s	Movement for Year to Date \$'000s	Balance as at 31/03/13 \$'000s
CURRENT ASSETS				
Cash and Cash Equivalents	24,803	27,663	(2,860)	22,624
Financial Assets	25,000	19,500	5,500	21,500
Prepayments	4	207	(203)	46
Trade and Other Receivables	18,559	6,293	12,267	15,269
Non-Current Assets Held for Sale	0	0	0	743
Total Current Assets	68,366	53,662	14,704	60,181
NON CURRENT ASSETS				
Property, Plant and Equipment	1,029,141	1,029,950	(809)	933,207
Trade and Other Receivables	26	26	0	46
Financial Assets	2	2	0	2
Total Non-Current Assets	1,029,170	1,029,979	(809)	933,256
TOTAL ASSETS	1,097,536	1,083,641	13,896	993,437
CURRENT LIABILITIES				
Payables	2,382	16,695	(14,313)	710
Interest-bearing Liabilities	9,113	2,959	6,154	807
Provisions - Employee Benefits	9,836	10,465	(629)	9,651
Provisions - Landfill	1,578	2,027	(449)	1,900
Trust Funds and Deposits	2,324	2,043	282	2,112
Total Current Liabilities	25,233	34,188	(8,955)	15,181
NON CURRENT LIABILITIES				
Payables	0	0	0	6,975
Interest-bearing Liabilities	11,427	11,427	0	13,386
Provisions - Employee Benefits	1,406	1,406	0	1,409
Provisions - Landfill	14,387	14,387	0	14,581
Total Non-Current Liabilities	27,221	27,221	0	36,350
TOTAL LIABILITIES	52,454	61,409	(8,955)	51,531
NET ASSETS	1,045,083	1,022,232	22,851	941,906
EQUITY				
Current Year Surplus/(Deficit)	22,851	9,523	13,328	20,718
Accumulated Surplus	620,613	611,003	9,610	611,026
Reserves	401,619	401,706	(87)	310,162
TOTAL EQUITY	1,045,083	1,022,232	22,851	941,906

FINANCIAL RATIOS

As at 31 March 2014

	Year to Date Ratios			Forecast at 30/06/14	Budget at 30/06/14	Prudential Guidelines
	\$'000s	Ratio at 31/03/14	Ratio at 31/03/13			
<p>Debt Servicing Ratio (to identify the capacity of Latrobe City Council to service its outstanding debt)</p> <p style="text-align: center;"><u>Debt Servicing Costs</u> Total Revenue</p> <p>857 99,134</p> <p>0.86% 0.89%</p> <p>1.00% 1.10%</p> <p>Less than 5%</p> <p>Debt servicing costs refer to the payment of interest on loan borrowings, finance lease, and bank overdraft.</p> <p>The ratio expresses the amount of interest paid as a percentage of Latrobe City Council's total revenue.</p>						
<p>Debt Commitment Ratio (to identify Latrobe City Council's debt redemption strategy)</p> <p style="text-align: center;"><u>Debt Servicing & Redemption Costs</u> Rate Revenue</p> <p>3,673 66,400</p> <p>5.53% 5.07%</p> <p>4.15% 3.98%</p> <p>No guidelines for this ratio</p> <p>The strategy involves the payment of loan principal and interest, finance lease principal and interest.</p> <p>The ratio expresses the percentage of rate revenue utilised to pay interest and redeem debt principal.</p>						
<p>Indebtedness Ratio (to ensure Council has the ability to pay its long term debts & provisions)</p> <p style="text-align: center;"><u>Non Current Liabilities</u> Own Source Revenue</p> <p>27,221 81,049</p> <p>33.59% 48.78%</p> <p>34.64% 35.65%</p> <p>No guidelines for this ratio</p> <p>Compares Council's long term debt (loans & other non-current liabilities) to its own source revenue (ie. Rates, user charges, other income) which is used to gain a general idea as to Council's ability to meet its debts.</p> <p>The ratio expresses the percentage of own source revenue required to meet long term debts.</p>						

	Year to Date Ratios				Prudential Guidelines
	\$'000s	Ratio at 31/03/14	Ratio at 31/03/13	Forecast at 30/06/14	
<p>Debt Exposure Ratio (to identify Latrobe City Council's exposure to debt)</p> <p style="text-align: center;"><u>Total Indebtedness</u> Total Realisable Assets</p> <p>52,454 457,810</p> <p>11.46% 12.48%</p> <p>12.70% 13.50%</p> <p>Less than 150%</p> <p>For the purpose of the calculation of financial ratios, realisable assets are those assets which can be sold and which are not subject to any restriction on realisation or use. Any liability represented by a restricted asset is excluded from total indebtedness. The following assets are excluded from total assets when calculating Council's realisable assets: Land under roads, Intangible assets and total infrastructure assets. The ratio enables assessment of Council's solvency and exposure to debt. Total indebtedness refers to the total liabilities of Council. Total liabilities are compared to total realisable assets which are all Council assets not subject to any restriction and are able to be realised. The ratio expresses the percentage to total liabilities for each dollar of realisable assets.</p>					
<p>Operating Revenue Ratio (to identify Latrobe City Council's dependence on non-rate income)</p> <p style="text-align: center;"><u>Rate Revenue</u> Total Revenue</p> <p>66,400 99,134</p> <p>66.98% 67.04%</p> <p>56.33% 54.97%</p> <p>No guidelines for this ratio</p> <p>The level of Latrobe City Council's reliance on rate revenue is determined by assessing rate revenue as a proportion of the total revenue.</p>					
<p>Liquidity Ratio (Working Capital) (to assess Latrobe City Council's ability to meet current commitments)</p> <p style="text-align: center;"><u>Current Assets</u> Current Liabilities</p> <p>68,366 25,233</p> <p>271% 396%</p> <p>173% 107%</p> <p>Greater than 100%</p> <p>The ratio expresses the level of current assets the Council has available to meet its current liabilities.</p>					
<p>Adjusted Liquidity Ratio (to assess Latrobe City Council's ability to meet current commitments)</p> <p style="text-align: center;"><u>Current Assets</u> Current Liabilities</p> <p>68,366 19,104</p> <p>358% 648%</p> <p>229% 146%</p> <p>No guidelines for this ratio</p> <p>The ratio expresses the level of current assets the Council has available to meet its adjusted current liabilities.</p> <p>Current liabilities have been reduced to reflect the long service leave that is shown as a current liability because Council does not have an unconditional right to defer settlement of the liability for at least twelve months after the reporting date, but is not likely to fall due within 12 months after the end of the period.</p>					

	Year to Date Ratios				Prudential Guidelines
	\$'000s	Ratio at 31/03/14	Ratio at 31/03/13	Forecast at 30/06/14	
<p>Infrastructure Renewal Gap Ratio (to ensure the community's infrastructure assets don't become run down)</p> <p style="text-align: center;"><u>Infrastructure Renewal Expenditure</u> Infrastructure Depreciation</p> <p>12,643 11,938</p> <p>105.91% 87.80%</p> <p>116.39% 103.98%</p> <p>Greater than 100%</p> <p>Compares the renewal expenditure on existing infrastructure assets (e.g. roads, drains, footpaths, buildings, etc.) to the dollar value of the asset that has been used up in that year (depreciation).</p> <p>Target of 100% indicates that spending on existing assets is equal to their consumption.</p>					
<p>Underlying Result Ratio (To ensure enough revenue is raised to maintain the existing assets base and fund recurrent services. We don't rely on capital grants to run the basic business of Council.)</p> <p style="text-align: center;"><u>Adjusted net Surplus/(Deficit)</u> Adjusted underlying revenue</p> <p>19,731 96,013</p> <p>20.55% 17.84%</p> <p>(7.82%) (2.18%)</p> <p>Greater than 0%</p> <p>Determines if each year Council is raising enough revenue to cover operating costs & asset renewal costs of the existing asset base.</p> <p>The ratio takes out the effect of once off capital grants & developer contributions.</p> <p>Note: The forecasted negative ratio of 7.82% reflects the reduced operating surplus that is now projected in the 'Standard Income Statement' and is mainly a result of the early receipt of 2013/2014 grant revenue and unspent 2012/2013 recurrent project and program expenditure which led to a greater than expected surplus result in the 2012/2013 financial year.</p>					

STANDARD CAPITAL WORKS STATEMENT
 For The Quarter Ended 31 March 2014

	NOTE	YTD Actuals \$'000	Full Year Forecast \$'000	Annual Budget \$'000	Variance Annual Budget /Forecast \$'000
CAPITAL WORKS AREAS					
Roads / Paths/ Bridges & Carparks	1	11,308	18,742	19,283	541
Drainage	2	224	322	1,361	1,038
Land, Buildings & Improvements	3	2,805	6,537	13,205	6,668
Plant & Equipment	4	942	2,397	2,291	(106)
Furniture & Equipment	5	571	1,020	800	(220)
Playgrounds	6	499	755	761	5
Artworks	7	10	15	15	0
Landfill	8	22	167	3,500	3,333
Total Capital Works		16,382	29,955	41,216	11,261
REPRESENTED BY:					
Renewal	9	13,497	21,268	18,802	(2,466)
New Assets	10	2,015	6,453	18,055	11,601
Asset Expansion/Upgrade	11	870	2,233	4,359	2,126
Total Capital Works		16,382	29,955	41,216	11,261

NOTES TO THE CAPITAL WORKS STATEMENT - Full Year Forecast Variances

- 1. Roads / Paths / Bridges and Carparks \$0.541M Favourable**

The forecast reduced expenditure relates mainly to project funds that are forecast to be carried over to the 2014/2015 financial year. A number of projects have been delayed due to various reasons including design issues, objection processes and land exchange negotiations. These variances have been partially offset by Flood Recovery works not included in the budget, that will be funded under Natural Disaster Assistance funding from the State & Federal Governments.
- 2. Drainage \$1.038M Favourable**

The forecast reduced expenditure relates mainly to project funds that are forecast to be carried over to the 2014/2015 financial year. A number of projects have been delayed due to various reasons including design issues and drainage easement acquisition negotiations.
- 3. Land, Buildings and Improvements \$6.668M Favourable**

The forecast reduced expenditure relates mainly to project funds that are forecast to be carried over to the 2014/2015 financial year. The main one being the Moe Rail Precinct Revitalisation Project (\$5.895M) which has been delayed due to the new federal government not confirming the funding until December.
- 4. Plant and Equipment (\$0.106M) Unfavourable**

The forecasted additional expenditure relates mainly to funds carried forward from 2012/2013 for plant and vehicle purchases that were ordered in the previous year but delivery did not occur until the 2013/2014 financial year together with depot workshop equipment funded from the Building Maintenance program.
- 5. Furniture and Equipment (\$0.220M) Unfavourable**

The forecasted additional expenditure relates mainly to funds carried forward from 2012/2013 for the telephone system upgrade and the Traralgon Entertainment Precinct CCTV.
- 6. Playgrounds, Skate Parks & BMX Tracks \$0.005M Favourable**

Minor variance.
- 7. Artworks \$0.000M Nil Variance**

Nil variance.
- 8. Landfill Cell Construction \$3.333M Favourable**

The forecast reduced expenditure is due to project funds that are forecast to be carried over to the 2014/2015 financial year for the construction of the next landfill cell.
- 9. Renewal (\$2.466M) Unfavourable**

The forecast additional renewal expenditure relates mainly to government funded flood recovery works (\$2.321M) and other projects carried over from the previous financial year (\$0.969M). These additional expenditures have been partially offset by projects forecast to be carried over for completion in the 2014/2015 financial year (\$1.897M).
- 10. New Assets \$11.601M Favourable**

The forecast reduced expenditure on new assets relates mainly to project funds that are forecast to be carried over to the 2014/2015 financial year e.g. Moe Rail Precinct Revitalisation (\$6.823M), Future Landfill Cell Construction (\$3.493M), Churchill Town Centre Plan (\$0.700M) and Hazelwood Pondage Wastewater (\$0.538M).
- 11. Asset expansion/upgrade \$2.126M Favourable**

The forecast reduced expenditure relates mainly to project funds that are forecast to be carried over to the 2014/2015 financial year e.g. Timber Haulage Program delayed due to objection processes and drainage projects delayed due to drainage easement acquisition negotiations.

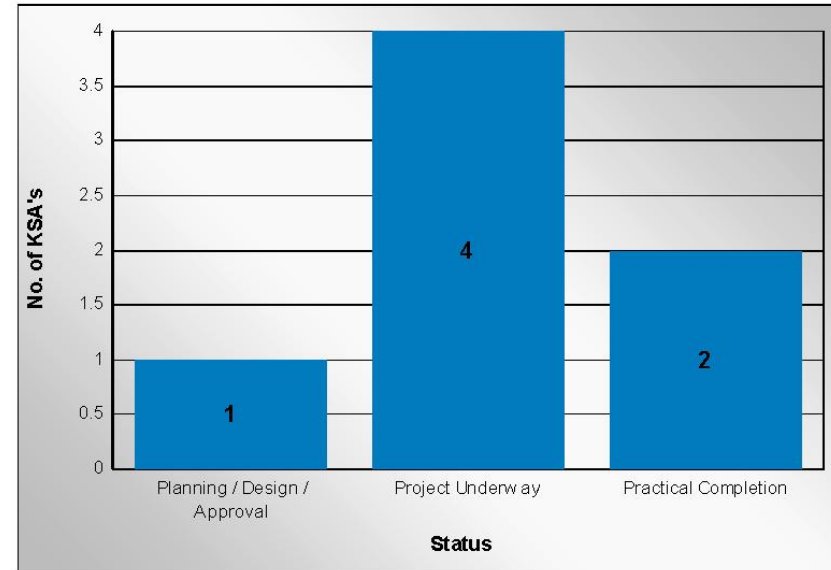


Key Strategic Actions

LATROBE2026

In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership.

Progress of Key Strategic Actions



Description	Indicator
7 KSA Actions reported on	
6 KSA Actions at least 100% of monthly target	
0 KSA Actions between 80 and 99% of monthly target	
1 KSA Actions less than 80% of monthly target	
0 KSA Actions with no target set	

	Less than 80% of monthly Action target achieved
	Between 80 and 99% of monthly Action target achieved
	At least 100% of monthly Action target achieved

Explanatory Notes:
 This section includes all Key Strategic Actions. Some actions will also appear in other sections of the report.

LATROBE CITY COUNCIL


Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
JOB CREATION & ECONOMIC SUSTAINABILITY						
Strategic Direction: 1.1.7 Enhance community and business confidence in the future of the local economy.						



LATROBE CITY COUNCIL

Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
JOB CREATION & ECONOMIC SUSTAINABILITY						
Strategic Direction: 1.1.7 Enhance community and business confidence in the future of the local economy.						
1.1.7.10 In accordance with the Economic Sustainability Strategy, present the outcomes of 2014 Gippsland Major Projects and Opportunities Summit to Council.	<p>COST MEASURE: Latrobe City Council's financial contribution during the 2013/2014 financial year will be limited to resources allocated within Council's adopted budget.</p> <p>COST PROGRESS: Commitments to financially support the event were obtained from all local governments in Gippsland and applications have been submitted to the Victorian and Australian governments for funding support. The planned event has now been cancelled.</p> <p>TIME MEASURE: The Ordinary Council Meeting, at which a report detailing the outcomes of the Summit will no longer be presented to Council for consideration.</p> <p>TIME PROGRESS: The planned event has been cancelled due to the Hazelwood Mine fire.</p> <p>QUANTITY MEASURE: At least 80 representatives of business and government to attend the 2014 Gippsland Major Projects and Opportunities Summit.</p> <p>QUANTITY PROGRESS: 270 invitees indicated an intention to attend the event.</p> <p>QUALITY MEASURE: The 2014 Gippsland Major Projects and Opportunities Summit was to present details of five or more identified major investment opportunities within Gippsland.</p> <p>QUALITY PROGRESS: The preparation of the Summit was fully complete however due to the impact of the Hazelwood Mine fire the event was cancelled.</p>	100	Practical Completion	Economic Sustainability	30/06/2014	

LATROBE CITY COUNCIL


Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
JOB CREATION & ECONOMIC SUSTAINABILITY						
Strategic Direction: 1.1.8 Facilitate the creation of an Industrial Park and an Intermodal Freight Terminal in the municipality.						



LATROBE CITY COUNCIL

Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
JOB CREATION & ECONOMIC SUSTAINABILITY						
1.1.8.1 In accordance with the Economic Sustainability Strategy, advocate for the creation of an industrial park and the Gippsland Logistics Precinct.	<p>COST MEASURE: Latrobe City Council's financial contribution during the 2013/2014 financial year will be limited to resources allocated within Council's adopted budget.</p> <p>COST PROGRESS: No expenditure specifically for these projects has been incurred this year to date.</p> <p>TIME MEASURE: The Ordinary Council Meeting, at which a report detailing progress and activities during 2013/14 financial year will be presented to Council for consideration no later than 30 June 2014.</p> <p>TIME PROGRESS: Project progressing as forecast.</p> <p>QUANTITY MEASURE: A report on the progress support of the creation of an industrial park and the Gippsland Logistics Precinct will be presented to Council for consideration.</p> <p>QUANTITY PROGRESS: At the 3 March meeting Council resolved to accept an offer from the Victorian Government for financial support for the construction of necessary infrastructure for the Gippsland Heavy Industry Park and to allocate matching funds.</p> <p>QUALITY MEASURE: The creation of an industrial park and Gippsland Logistics Precinct are prioritised within the Economic Sustainability Strategy 2011 as key Latrobe City Employment Zones.</p> <p>QUALITY PROGRESS: At the 3 March meeting Council resolved to accept an offer from the Victorian Government for</p>	75	Project Underway	Economic Sustainability	30/06/2014	

LATROBE CITY COUNCIL

Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
JOB CREATION & ECONOMIC SUSTAINABILITY						
	financial support for the construction of necessary infrastructure for the Gippsland Heavy Industry Park and to allocate matching funds.					



LATROBE CITY COUNCIL


Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
APPROPRIATE, AFFORDABLE & SUSTAINABLE FACILITIES, SERVICES & RECREATION						
Strategic Direction: 1.2.4 Encourage and create opportunities for more community participation in sports, recreation, arts, culture and community activities.						



LATROBE CITY COUNCIL

Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
1.2.4.8 Develop a Latrobe City Council 2013-2017 Arts Strategy and Action Plan for Council endorsement.	<p>COST MEASURE: Latrobe City Council's financial contribution during the 2013/2014 financial year will be limited to resources allocated within Council's adopted budget.</p> <p>COST PROGRESS: Putting Locals First Program funding confirmed (\$40K), total budget now \$60K.</p> <p>TIME MEASURE: The Ordinary Council Meeting, at which the 2013-2017 Arts Strategy and supporting action plan is presented to Council for consideration, will be no later than 30 June 2014.</p> <p>TIME PROGRESS: A project brief has been prepared and funding application with the State Government Putting Local First Program has been received. This project is now behind schedule with a tender process for consultancy scheduled to be undertaken during April 2014. It is unlikely this project will be delivered by 30 June 2014.</p> <p>QUANTITY MEASURE: An Arts Strategy which is adopted by Council.</p> <p>QUANTITY PROGRESS: Funding has been confirmed, project will now be progressed.</p> <p>QUALITY MEASURE: The creation of an Arts Strategy will guide Council in the future in respect to its provision of Arts based facilities and programs, with a view of increasing participation in the Arts.</p> <p>QUALITY PROGRESS: A project brief has been prepared.</p>	42	Project Underway	Economic Sustainability	31/12/2014	

LATROBE CITY COUNCIL


Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
APPROPRIATE, AFFORDABLE & SUSTAINABLE FACILITIES, SERVICES & RECREATION						
Strategic Direction: 1.2.9 Continue to maintain and improve access to Latrobe City's parks, reserves and open spaces.						



LATROBE CITY COUNCIL

Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
APPROPRIATE, AFFORDABLE & SUSTAINABLE FACILITIES, SERVICES & RECREATION						
1.2.9.1 Complete the development of master plans for Morwell and Traralgon Recreation Reserves.	<p>COST MEASURE: Latrobe City Council's financial contribution during the 2013/2014 financial year will be limited to resources allocated within Council's adopted budget.</p> <p>COST PROGRESS: Budget progressing as forecast.</p> <p>TIME MEASURE: The Ordinary Council Meeting, at which the master plans for Morwell and Traralgon Recreation Reserves is presented to Council for consideration, will be no later than 30 June 2014.</p> <p>TIME PROGRESS: Project is progressing as forecast.</p> <p>QUANTITY MEASURE: The two master plans will be presented to Council following extensive engagement with the key users and stakeholders of the two reserves, as well as the wider community.</p> <p>QUANTITY PROGRESS: Project is progressing as forecast. Community consultation for the master plans commenced 23 October 2013. All stakeholders from Morwell Recreation Reserve Precinct and Traralgon Recreation Reserve & Showgrounds have participated in either individual meetings or community meetings. A project bulletin was provided to all stakeholders in November 2013. A draft master plan was presented to Councillors on 26 February 2014. A report to Council will be presented in March 2014 to consider releasing the draft master plans for public exhibition. A Council report presenting the</p>	75	Planning / Design / Approval	Recreation and Community Infrastructure	30/06/2014	

April 23, 2014



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LATROBE CITY COUNCIL

Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
APPROPRIATE, AFFORDABLE & SUSTAINABLE FACILITIES, SERVICES & RECREATION						
	draft master plans was presented and Council endorsed the public exhibition of the draft master plan documents from 25 March to 2 May 2014. QUALITY MEASURE: Both of the master plans when completed will provide clear direction for the future development of the precincts and be supporting documents for the future pursuit of external funding. QUALITY PROGRESS: Project is progressing as forecast.					



LATROBE CITY COUNCIL


Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
EFFICIENT, EFFECTIVE & ACCOUNTABLE GOVERNANCE						
Strategic Direction: 1.3.1 Continuously review our policies and processes to increase efficiency and quality of our facilities and the services we provide.						




LATROBE CITY COUNCIL

Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
1.3.1.6 Review Latrobe City Council's Procurement Policy to maximise the proportion of local goods and services purchased.	<p>COST MEASURE: Latrobe City Council's financial contribution during the 2013/14 financial year will be limited to resources allocated within Council's adopted budget.</p> <p>COST PROGRESS: Progressing in-line with budget.</p> <p>TIME MEASURE: The Ordinary Council Meeting, at which a revised procurement policy is presented to Council for consideration, will be no later than 30 June 2014.</p> <p>TIME PROGRESS: The current Policy review is as a result of the 2013/14 statutory process. A further review will need to be completed by June 2015 in order to meet statutory requirements.</p> <p>QUANTITY MEASURE: A procurement policy which is adopted by Council.</p> <p>QUANTITY PROGRESS: The Procurement Policy was adopted by Council on 7 October 2013 and 6 November following further amendments. Another review was undertaken in January 2014 with Council amending the Policy on 25 January 2014.</p> <p>QUALITY MEASURE: The adopted procurement policy will be compliant with the Local Government Act 1989 and consistent with the Victorian Local Government Procurement Best Practice Guidelines 2013.</p> <p>QUALITY PROGRESS: The policy is compliant with Local Government Act and best Practice Guidelines.</p>	100	Practical Completion	Planning & Governance	30/06/2014	


LATROBE CITY COUNCIL

Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
ADVOCACY FOR & CONSULTATION WITH OUR COMMUNITY						
Strategic Direction: 1.4.14 Strengthen our region by actively leading and encouraging partnerships with other local governments, industry and community agencies.						
1.4.14.1 Develop and conduct a program of Councillor meetings with peak industry and community bodies.	<p>COST MEASURE: Latrobe City Council's financial contribution during the 2013/14 financial year will be limited to resources allocated within Council's adopted budget.</p> <p>COST PROGRESS: No expenditures to date. Budget target on track.</p> <p>TIME MEASURE: The Ordinary Council Meeting at which a report outlining progress on the program of meetings will be presented to Council for consideration no later than 30 June 2014.</p> <p>TIME PROGRESS: Time target on track. Council resolved during November to meet with Qube, AGL Loy Yang and the Port of Hastings Development Authority during 2013/14. The AGL Loy Yang visit was undertaken on 6 February 2014. The Qube visit and Port of Hastings meeting have been scheduled for 8 May and 29 May, respectively.</p> <p>QUANTITY MEASURE: A minimum of three meetings will be scheduled.</p> <p>QUANTITY PROGRESS: Quantity target on track. Three meetings have been scheduled, with one completed to date.</p> <p>QUALITY MEASURE: Meetings will be consistent with Council's innovative and holistic approach to job creation and the transformation of Latrobe City.</p> <p>QUALITY PROGRESS: Quality target on track.</p>	75	Project Underway	Economic Sustainability	30/06/2014	

LATROBE CITY COUNCIL

Monthly Performance Report (01/03/2014 - 31/03/2014)

ACTION	PROGRESS COMMENTS	% COMPLETE FOR THIS FINANCIAL YEAR	STATUS FOR THIS FINANCIAL YEAR	DIVISION	COMP. DATE	PROGRESS FOR THE FINANCIAL YEAR
PLANNING FOR THE FUTURE						
Strategic Direction: 1.5.2 Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.						
1.5.2.1 Undertake improvements to Council's statutory planning procedures and delegations to improve timely processing of planning applications.	<p>COST MEASURE: Latrobe City Council's financial contribution during the 2013/14 financial year will be limited to resources allocated within Council's adopted budget.</p> <p>COST PROGRESS: Progressing in accordance with adopted budget.</p> <p>TIME MEASURE: A service improvement plan will be developed and presented to Councillors and implementation commenced by 30 June 2014.</p> <p>TIME PROGRESS: Progressing in accordance with time frames. Drafting of a service improvement plan has commenced.</p> <p>QUANTITY MEASURE: A service improvement plan will be developed and presented to Councillors and implementation commenced.</p> <p>QUANTITY PROGRESS: Progressing in accordance with project plan. Consultation and drafting of plan have commenced.</p> <p>QUALITY MEASURE: A service improvement plan will be developed and presented to Councillors and implementation commenced.</p> <p>QUALITY PROGRESS: Progressing in accordance with project plan.</p>	70	Project Underway	Planning & Governance	30/06/2014	

**16.9 DECLARATION OF PART ROSE AVENUE TRARALGON IS
REASONABLY REQUIRED FOR PUBLIC USE**

General Manager

Planning and Governance

For Decision

PURPOSE

The purpose of this report is to declare by Council resolution that a section of Rose Avenue Traralgon is reasonably required for public use to be open to public traffic.

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 2013-2017.

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.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 2: Appropriate, affordable and sustainable facilities, services and recreation.

Strategic Direction

- *Develop and maintain community infrastructure that meets the needs of our community.*
- *Promote and support opportunities for people to enhance their health and wellbeing.*

Theme 3: Efficient, effective and accountable governance

Strategic Direction

- *Ensure Latrobe City Council's infrastructure and assets are maintained and managed sustainably.*

Legislation –

Local Government Act 1989

Section 204 Council may declare a road to be a public highway or to be open to the public:

(1) A Council may, by notice published in the Government Gazette, declare a road in its municipal district to be a public highway for the purposes of this Act.

(2) A Council may, by resolution, declare a road that is reasonably required for public use to be open to public traffic.

(3) A road does not become a public highway by virtue of a Council resolution made under sub-section (2).

207A. Submissions under section 223

A person may make a submission under section 223 on the proposed exercise of any power under—

(a) clauses 1(b), 2, 3, 7 and 8(1)(a) of Schedule 10;

(b) clauses 9, 10(1)(c), 11 and 12 of Schedule 11;

sections 204(1) and (2).

BACKGROUND

Rose Avenue Traralgon road reserve is from Hyde Park Road through to the Traralgon Creek. The section of Road Reserve from Hyde Park Road through to Hickox Street is a subdivisional road reserve and the remaining section from Hyde Park Road through to Dunbar Road and through rural land to the Traralgon Creek and onto Traralgon Creek Road is a Government Road Reserve.

Council at the ordinary Council Meeting on Monday 17 October 2005, pursuant to section 206 and schedule 11, clause 9 of the *Local Government Act* 1989, resolved to close to vehicle traffic the section of Rose Avenue Traralgon, between Hickox Street and Dunbar Road.

The section of Rose Avenue that was closed to traffic has been partly developed as a pedestrian walkway and wild life corridor from the Railway Reservoir Reserve in Hickox Street through to Dunbar Road and the rural land adjoining the Traralgon Creek

For a copy of the Government Gazette Closure to traffic Notice refer attachment 1 and attachment 2 for an aerial image of the area.

ISSUES

The Traralgon Neighbourhood Learning House Inc. in association with Cooinda Hill Inc. is proposing to develop the Latrobe Valley Community / Men's Shed on land at the corner of Hickox Street and Rose Avenue.

Due to the contours of the land the preferred access to the proposed development is from Rose Avenue.

As this section of Rose Avenue was closed to vehicle traffic by Council in October 2005, to provide legal access off Rose Avenue, it is necessary for Council to utilise section 204 (2) of the *Local Government Act* 1989. This section allows Council to declare that a 29.75m section of Rose Avenue,

from the intersection of Hickox Street east towards Dunbar Road, is reasonably required for public use and to be open to public traffic.

As shown on the attached aerial photograph the section of road reserve to be declared open to public traffic is physically accessible to vehicle traffic as it is constructed with a bitumen surface from Hickox Street through to an erected barrier/fence, concrete path and landscaped area leading to Dunbar Road.

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.

As this is a statutory process with the aim of facilitating access to the proposed Men's Shed to be constructed on the adjoining land there is unlikely to be any associated risks with the proposed declaration of this section of Rose Avenue as being open to the public.

Costs associated with undertaking the statutory process are minimal being the cost of public notices in the Latrobe Valley Express inviting submissions and, should Council resolve to declare this section of road as being open to the public, an order published in the Victoria Government Gazette.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Proposed:

- Public notices placed in the Latrobe Valley Express
- Notice displayed at the Traralgon Service Centre and Corporate Headquarters.
- Details placed on the Latrobe City Council website.

Details of Community Consultation / Results of Engagement:

Pursuant to section 207 A of the *Local Government Act* 1989, Council is required to give public notice inviting written submissions concerning the proposal and consider those received in accordance with section 203 of the Act.

Council Officers have previously had discussions with a representative from Chris O'Brien & Company Pty Ltd. This firm is preparing the Planning Permit Application, site drawings etc. for this community project on a pro bono basis on behalf of the Traralgon Neighbourhood Learning House Inc. and Coinda Hill Inc.

OPTIONS

Council has the following options:

- Determine that a 29.75m section of Rose Avenue from the intersection of Hickox Street east towards Dunbar Road is reasonably required for public use to be open to public traffic and resolve to give public notice, or

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

- Resolve that this section of Rose Avenue is not reasonably required for public use and not proceed with the declaration that it be open to public traffic.

CONCLUSION

To provide legal access to a proposed community development at the corner of Hickox Street and Rose Avenue Traralgon, Council is encouraged to resolve that 29.75m of Rose Avenue, previously closed to traffic, is reasonably required for public use and be open to public traffic pursuant to section 204(2) of the *Local Government Act* 1989 and consider any written submissions public notice pursuant to section 223 of the Act.

Attachments

1. Attachment One: Notice from the Victoria Government Gazette dated 14 February 2008 discontinuing part of Rose Avenue, Traralgon.
2. Attachment Two: Aerial image showing section of Rose Avenue, Traralgon, to be declared open to public traffic.

RECOMMENDATION**That Council:**

1. Gives public notice of its intention to consider the proposed declaration of part of Rose Avenue, Traralgon, as being open to public traffic pursuant to section 204(2) of the *Local Government Act* 1989 and invite public comment.
2. Consider any submissions received in relation to the proposed declaration of part of Rose Avenue, Traralgon, as being open to public traffic at the Ordinary Council Meeting to be held on Monday 30 June 2014.

Moved: Cr Rossiter
Seconded: Cr Middlemiss

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

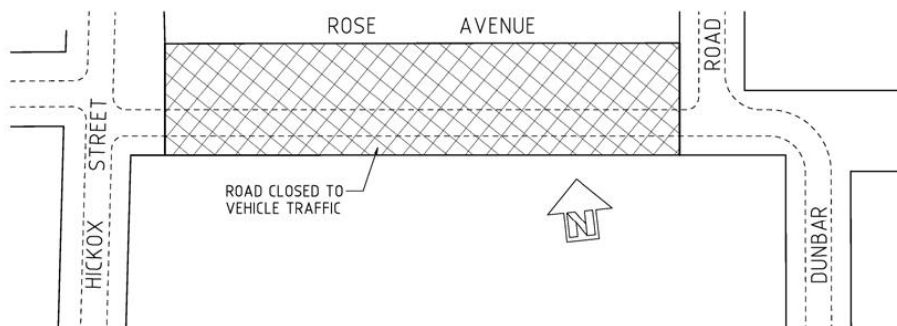
16.9

DECLARATION OF PART ROSE AVENUE TRARALGON IS REASONABLY REQUIRED FOR PUBLIC USE

- 1 Attachment One: Notice from the Victoria Government
Gazette dated 14 February 2008 discontinuing part of
Rose Avenue, Traralgon. 661**
- 2 Attachment Two: Aerial image showing section of Rose
Avenue, Traralgon, to be declared open to public traffic..... 663**

LATROBE CITY COUNCIL
Closure of Part Rose Avenue, Traralgon
to Through Traffic

Notice is hereby given that the Latrobe City Council, at its ordinary meeting on Monday 17 October 2005, pursuant to section 206 and schedule 11, clause 9 of the **Local Government Act 1989**, resolved to close to vehicle traffic the section of Rose Avenue, Traralgon, between Dunbar Road and Hickox Street shown cross-hatched on the plan below.



PAUL BUCKLEY
Chief Executive Officer

LATROBE CITY COUNCIL
Compulsory Microchipping and Desexing of Cats and Dogs

At the Latrobe City Council meeting held on 4 December 2006, Council resolved:

- that all dogs and cats being registered for the first time after 1 May 2007 must be desexed and microchipped, except as specifically exempted by Council;
- that the exemptions from desexing under section 10(b) of the **Domestic (Feral and Nuisance) Animals Act 1994** be adopted;
- that all dogs and cats shall be microchipped prior to re-registration on 10 April 2009;
- that owners of all dogs and cats found to have not complied with the requirement be issued with an infringement notice applicable with having an unregistered animal; and
- that the community be notified of these decisions in accordance with the Engagement Policy and Strategy.

PAUL BUCKLEY
Chief Executive Officer



16.10 MAV DEBT PROCUREMENT PROJECT

General Manager

Planning and Governance

NOT CONFIDENTIAL

For Decision

PURPOSE

To seek Council's endorsement to participate in the "Local Government Funding Vehicle" (LGFV) as a source of future borrowing requirements.

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 2013-2017.

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.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Efficient, effective and accountable governance.

Effectively manage Council debt to minimise long term cost

To achieve the highest standards of financial probity and meet all statutory obligations

Strategic Directions

Continuously review our policies and processes to increase efficiency and quality of our facilities and the services we provide.

Establish and maintain rigorous Council policies that comply with legislation and respond to community expectation.

Continuously improve financial management and reporting.

Continuously improve decision-making structures and processes.

Legislation – Local Government Act 1989

Section 144 Power to borrow

Policy – Debt Management Policy 12 POL-5

Latrobe City will generally only use debt to fund long term financial needs. New borrowings will only be considered if the prudential ratio guidelines advised by the State Government will continue to be observed and the level of debt, gearing and servicing ratios are considered satisfactory by Council.

BACKGROUND

The MAV established a Defined Benefit Taskforce in response to the \$453m defined benefit shortfall to provide recommendations that will reduce the cost of the shortfall to Councils and reduce the risk of future calls arising. The first recommendation of the taskforce was to establish a working group to:

- develop detailed specifications for a debt placement
- prepare a tender for aggregated debt for the sector
- test the sector's firm commitment to borrowing
- ensure that transactional banking is excluded from the specifications

Aggregated Borrowing

The MAV engaged Ernst & Young's (EY) independent Debt & Capital Advisory team to undertake a funding options analysis to evaluate available funding sources and structures to determine the optimal funding platform for Victorian Councils. The EY report identified significant savings could be achieved through aggregating Council borrowings, obtaining a credit rating on a pooled basis and subsequently issuing a bond into the wholesale bond market. Savings identified are as follows:

- Approximately a 100 basis point (i.e. 1%) reduction in the interest rate when compared to borrowing directly from banks through a tender process
- For each \$100m of debt procured via the LGFV, the sector can save up to \$10m over a ten year period
- Based on the total sector debt of \$1bn, the LGFV could save the sector \$100m over ten years

EY assisted MAV in establishing an interim funding facility in June 2013, through conducting a competitive tender on behalf of 23 Councils. The tender was highly successful and confirmed the benefits of scale and collective borrowing. The LGFV long term financing strategy was presented to Councils in November 2013, with 56 Councils responding positively to the expressions of interest ("EoI") totalling in excess of \$450m of borrowing requirements. Based on the widespread Council support, MAV made the decision to proceed with the LGFV financing strategy on behalf of the sector.

Bank Commitment and Involvement

Commonwealth Bank of Australia and National Australia Bank were appointed by MAV as co-arrangers for the LGFV bond issuance following an EoI. MAV has worked with EY and the banks over the last two months to finalise the LGFV financing structure. MAV presented the final structure to Councils at the end of March 2014 advising that Council commitments for the inaugural July 2014 bond issuance were required by May 2014.

ISSUES**The bond market**

A bond is simply a loan from another source – the wholesale bond market. Cheaper funding is available in the wholesale bond market than from banks for highly rated borrowers such as Councils. The investors (or lenders) in the bond market are institutional investors such as superannuation funds, banks and foreign governments. The bond market is a key source of funding for the Commonwealth Government of Australia, State Governments (e.g. TCV) and major corporations. There are numerous examples of local government bonds in other jurisdictions such as New Zealand, USA, Canada and Europe. The LGFV transaction is a market standard structure of “pooling” loans to access the bond market and is considered tried and tested.

Inter-generational savings

MAV Procurement has accessed the wholesale market to deliver savings to the Victorian Council sector in other tenders (eg. trucks). The LGFV represents a change in the debt procurement model which “cuts out the middle person” to deliver cheaper funding costs by going direct to the wholesale bond market. Banks currently borrow money from the wholesale bond market and on lend these funds to Councils but in the process add in a profit margin. Access to the wholesale bond market is achieved through the credit strength, collective bargaining, scale and diversification that the LGFV delivers.

The savings are estimated at approximately 100bps (i.e. 1%), with pricing savings expected to improve over time. The final pricing will be determined at the time of the first bond issuance via a wholesale market bidding process which ensures transparency, probity and best price. The wholesale market provides a step change improvement in pricing compared to borrowing rates available in the bank market.

LGFV loan terms

Aggregated purchasing arrangements lead to savings where there are standard terms. The first bond issue will be on a 5 and/or 7 year basis with a fixed interest rate and repayment of interest only over the term.

Other terms and conditions such as security, conditions precedent, representations and warranties, covenants and undertakings, event of default and reporting requirements will be in line with existing standard terms in the bank market.

While the LGFV first bond issuance necessitates a change in how Councils borrow, the standardised terms proposed will drive an optimal pricing outcome and will be the most advantageous solution for the sector

Borrowing process

The borrowing process for Councils will be simplified under the LGFV. Councils submit a drawdown notice to the LGFV, with no requirement to undertake a tender to determine best price. Debt is available on an “as needs” basis during the year through a combination of regular bond issuances (annual or more frequently based on demand by Councils) and an ongoing interim finance facility which provides short term funding which will be refinanced through subsequent bond issuances.

Cost

A one off LGFV establishment fee of \$4,000 is payable by Councils following confirmation of participation. MAV have invested heavily to date on upfront costs including Ernst & Young (financial advisor), Moody’s (credit rating) and legal costs.

Governance

The LGFV will be governed by a small board comprising of representative and independent skills based members, likely to include Council CEOs, or nominees, MAV and independent financial market experts. The skills possessed by board members will include technical expertise relevant to bond insurance (financial/legal).

The LGFV Board will be appointed by the MAV Board for a period of two years.

The role of the LGFV Board will include:

- i. Reporting to councils
- ii. Risk management
- iii. Market review and analysis
- iv. Management / selection of service providers
- v. Future and ongoing strategic decision making

The LGFV Board terms of reference and composition will be finalised by MAV prior to the first bond issuance in July 2014. The Municipal Association of Victoria (“MAV”) is progressing the establishment of a pooled borrowing vehicle on behalf of its 79 Victorian member Councils, the “Local Government Funding Vehicle” (LGFV). The objective of the LGFV is to raise funding from the public bond market on behalf of participating Councils, providing a more cost competitive financing solution to Victorian Councils.

The LGFV initiative arose following the Vision Super defined benefit superannuation shortfall. A funding options evaluation was undertaken to review the debt procurement model of the sector. The purpose of this review was to determine the optimal funding platform to address the defined benefit shortfall and ongoing borrowing requirements of the sector.

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

The key benefits of the LGFV for Councils include significant savings, diversification of funding source, low cost, transparency and best practice.

Last year the MAV conducted a tender process on behalf of Victorian councils to obtain the best rate for borrowing. The Commonwealth Bank of Australia offered an attractive borrowing rate to Council to borrow its 2013/2014 allocation for one year on variable interest only terms. Council borrowed its 2013/14 allocation of \$8.97 million for one year. This loan is due to be paid out early in the new financial year and it is proposed to be re-borrowed through the LGFV together with any future borrowings approved from the 2014/15 budget onwards.

This report seeks Council's endorsement to participate in the LGFV as a source of future borrowing requirements and specifically to refinance the balance of the 2013/14 borrowings being \$8.224 million which is due to be repaid in July 2014.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

A one off LGFV establishment fee of \$4,000 is payable by Councils following confirmation of participation. MAV have invested heavily to date on upfront costs including Ernst & Young (financial advisor), Moody's (credit rating) and legal costs..

Analysis suggests the LGFV will provide Councils with an approximately 100 basis point (i.e. 1%) reduction in the interest rate when compared to a tender process undertaken with the banking sector. This saving is significant when the borrowing amounts are considered and will offset the cost of the establishment fee and provide Council with an overall saving in financial costs into the future.

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:

Nil

OPTIONS

The following options are available to Council:

1. Approve the LGFV as a new source of funding for refinancing Council's 2013/2014 borrowings and future year borrowing requirements.
2. To not participate in the LGFV and continue to solely source funds via a tender process with the major banks on a bilateral basis, as the sector has done historically.

CONCLUSION

The Municipal Association of Victoria (“MAV”) is progressing the establishment of a pooled borrowing vehicle on behalf of its 79 Victorian member Councils, the “Local Government Funding Vehicle” (LGFV). The objective of the LGFV is to raise funding from the public bond market on behalf of participating Councils, providing a more cost competitive financing solution to Victorian Councils.

The LGFV initiative arose following the Vision Super defined benefit superannuation shortfall. A funding options evaluation was undertaken to review the debt procurement model of the sector. The purpose of this review was to determine the optimal funding platform to address the defined benefit shortfall and ongoing borrowing requirements of the sector.

The key benefits of the LGFV for Councils include significant savings, diversification of funding source, low cost, transparency and best practice.

Last year the MAV conducted a tender process on behalf of Victorian councils to obtain the best rate for borrowing. The Commonwealth Bank of Australia offered an attractive borrowing rate to Council to borrow its 2013/2014 allocation for one year on variable interest only terms. Council borrowed its 2013/14 allocation of \$8.97 million for one year. During the year \$0.746 million is to be repaid by 30 June 2014 with the balance of \$8.224 million due to be paid out early in the new financial year. It is proposed that this amount be re-borrowed through the LGFV together with any future borrowings approved from the 2014/15 budget onwards.

This report seeks Council’s endorsement to participate in the LGFV as a source of future borrowing requirements. Council endorsement to participate in the LGFV is required by 30 May 2014.

Attachments

1. MAV Council Presentation
2. LGFV Council Participation Agreement

RECOMMENDATION

That Council agree to

1. **Approve the LGFV as a new source of funding for future borrowing requirements; and**
2. **Participate in the first LGFV bond issuance in July 2014 for an amount of \$8.224 million.**

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

Moved: Cr White
Seconded: Cr Middlemiss

That the Recommendation be adopted.

For the Motion

Councillor/s Gibbons, Rossiter, White, Middlemiss, Gibson

Against the Motion

Councillor Sindt

Abstained from the Motion

Councillor O'Callaghan

The Mayor confirmed that the Recommendation had been CARRIED

16.10

MAV DEBT PROCUREMENT PROJECT

- | | | |
|----------|--|------------|
| 1 | MAV Council Presentation..... | 673 |
| 2 | LGFV Council Participation Agreement..... | 701 |

MAV PROCUREMENT

Victorian Local Government Funding Vehicle (“LGFV”)

Seeking Council Commitment

March 2014

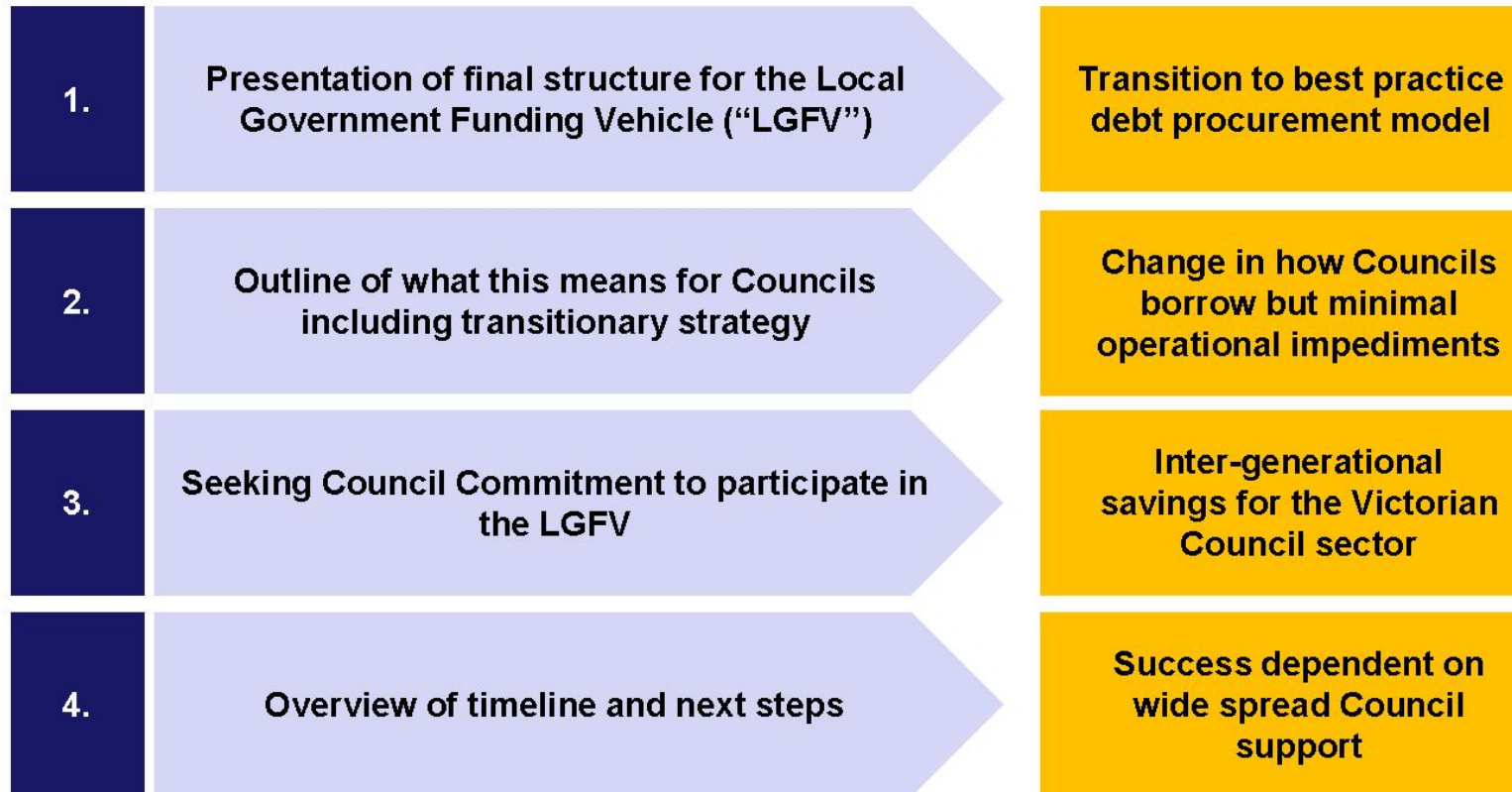
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National Australia Bank



Why are we here today?



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Response requested by MAV

Overview

- ▶ **WHAT:** Final commitment to participate in LGFV
- ▶ **WHY:** Scale is key, commitment required from Councils prior to commencing execution phase
- ▶ **WHEN:** Commitment as soon as possible otherwise immediately following May Council meeting
- ▶ **FORMAT:** Council resolution (template to be provided)
- ▶ **COST:** \$4,000 per Council one off fee. MAV have invested heavily to date on upfront costs including Ernst & Young (financial advisor), Moody's (credit rating) and legal costs

Wyndham Council have confirmed \$40m participation

MAV is targeting a minimum transaction size of \$150m

Scale is of key importance, with the success of this initiative dependent on widespread Council support



Timeline and next steps

Key work streams	Nov 2013	Dec 2013	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014
Presentation to Councils	✓								
Council EoI process		✓							
Select banks		✓	✓						
Credit estimates (5 Councils)			✓	✓	✓				
Finalise structure				✓	✓				
Council commitment					✓				
Credit rating									
Extend interim facility									
Governance and management									
Security trustee selection									
Legal documentation									
First issuance									

Commonwealth Bank  National Australia Bank   MUNICIPAL ASSOCIATION OF VICTORIA

Background



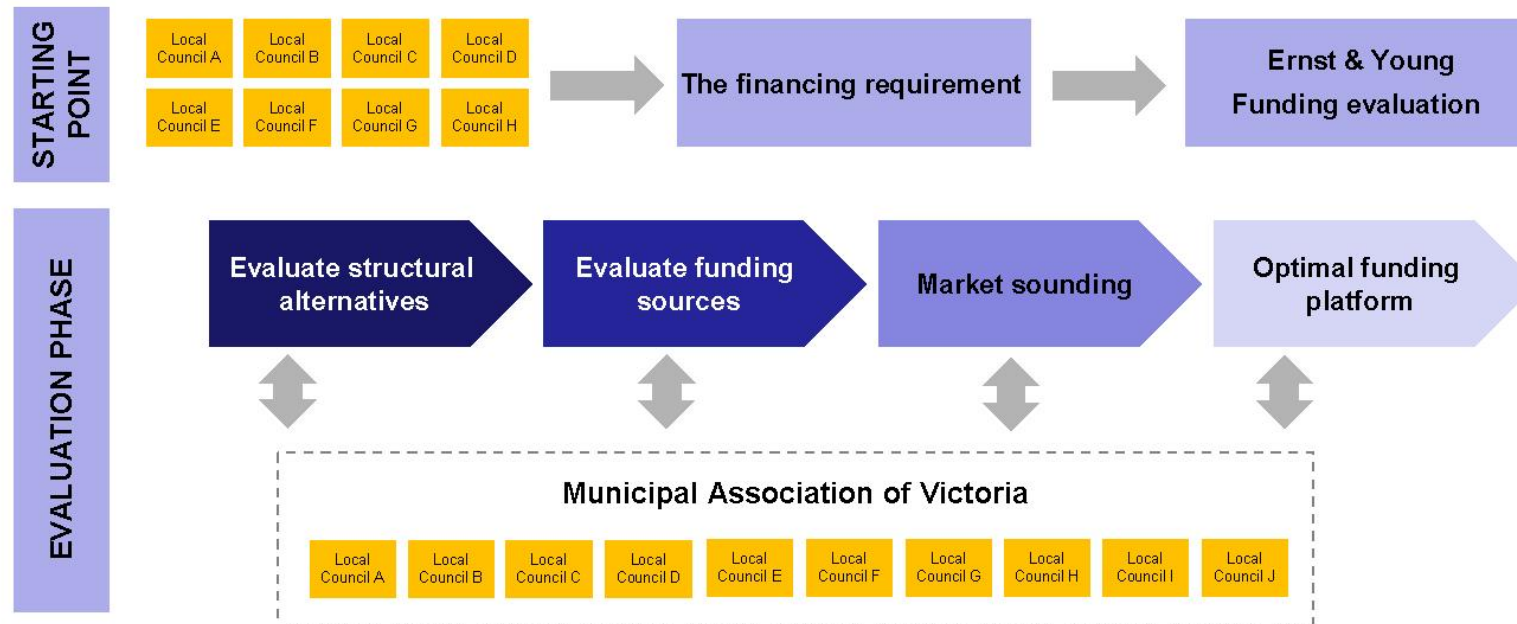
Commonwealth Bank



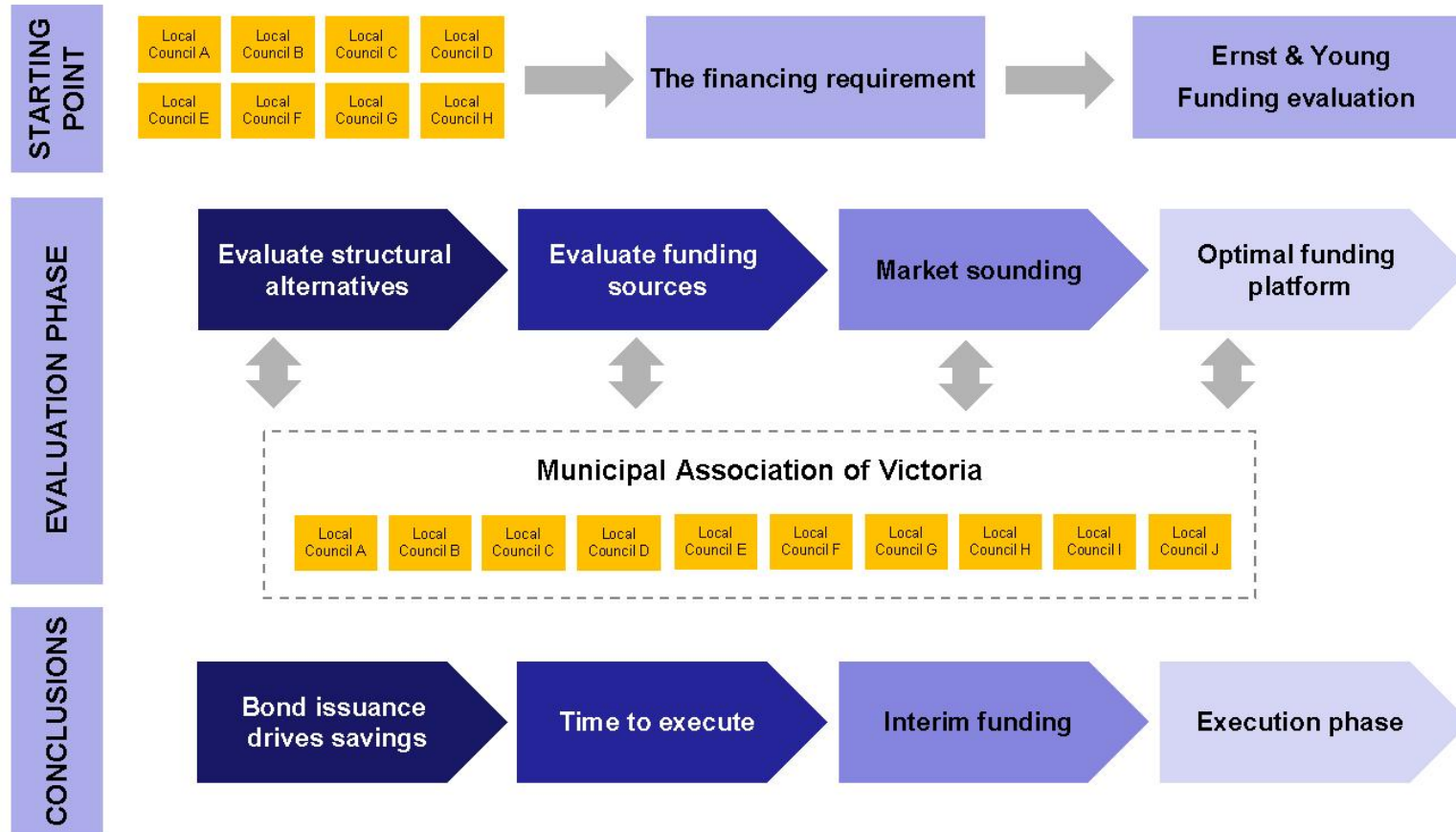
National Australia Bank



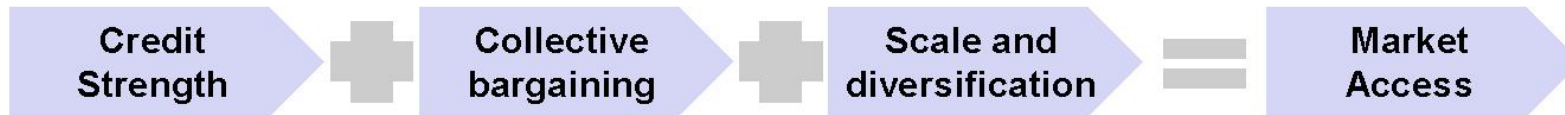
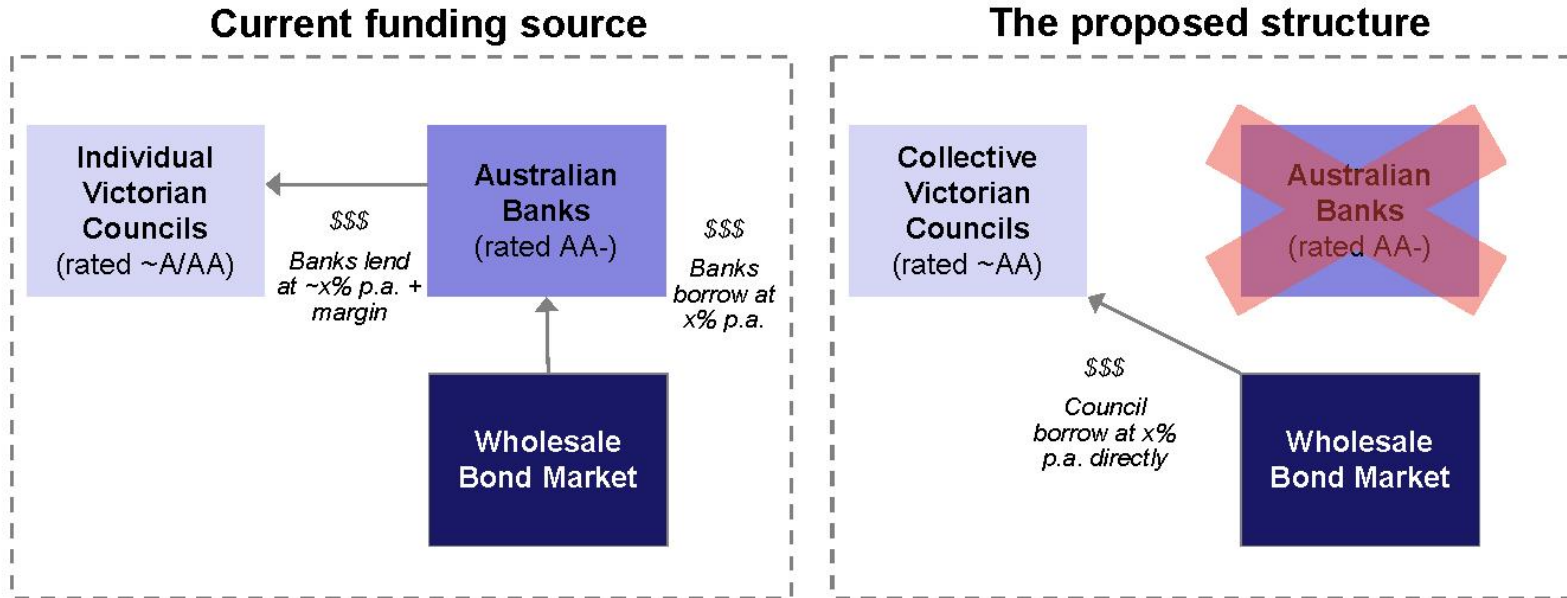
Background



Background



Cutting out the 'middle person' generates savings



The opportunity



Due to the defined benefit Vision Super shortfall (and funding scale), the **opportunity is now** to establish a new funding procurement model which will drive **significant inter-generational savings**

Expression of interest

Briefing sessions	Presentations to Councils in November 2013
Eol closing date	6 December 2013
Councils	56 Councils responded positively to the Eol
2013/14 debt requirements	\$344,576,947
2014/15 debt requirements	\$108,517,000
Total debt requirements	\$453,093,947

Key observations

- ▶ Strong momentum and Council support to date
- ▶ MAV targeting a minimum transaction size of \$150m for the LGFV
- ▶ LGFV remains open for all Councils regardless of Eol response

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MAV
MUNICIPAL ASSOCIATION OF VICTORIA 

Bank selection process

CBA and NAB appointed

Role	<p>Joint Lead Arrangers / Managers</p> <p><i>The banks facilitate access to the wholesale market rather than providing funding themselves</i></p>
Process	<p>Request for proposals</p> <p><i>MAV invited banks to present to the evaluation panel, with key criteria being track record, capability, ongoing support and pricing</i></p>
Evaluation panel	Council CEO's, Council Finance Managers and MAV

Key observations

- ▶ Ongoing discussions with a range of banks since March 2013 through the evaluation phase
- ▶ Banks provided positive confirmation that the LGFV bond issuance is the logical solution to drive significant savings in the sector
- ▶ It is market standard to appoint two banks for a bond transaction of this size and nature, in particular noting that this is an inaugural bond issuance for the LGFV
- ▶ The selection of two banks reduces execution risk, increases available resources and provides greater comfort to investors regarding secondary market liquidity trading



Credit rating

Overview

- ▶ **WHAT:** Independent assessment of credit quality
- ▶ **WHY:** Key component of driving optimal pricing and volume outcome. Rating facilitates access to the bond market

Update

- ▶ MAV has engaged Moody's as the rating agency for the LGFV credit rating
- ▶ The Moody's engagement has been staged in order to:
 - ▶ Derisk the process for MAV/Councils via testing assumptions
 - ▶ Defer material transaction costs until post Council approval
- ▶ Feedback from the first stage of this process has been positive and supports the assumptions made during the evaluation phase

**Commonwealth
Government of Australia
Moody's Aaa**

**VIC, NSW, WA
Moody's Aaa**

**QLD, SA, TAS, NT
Moody's Aa range**

**LGFV targeting credit
rating in the Aa range**

**Moody's defines Aa as
high quality with very low
credit risk**

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 **National Australia Bank**

MAV
MUNICIPAL ASSOCIATION OF VICTORIA 

Other key developments

Victorian Auditor General's Office ("VAGO")

- ▶ MAV approached VAGO to discuss the interim facility and the impact on year end accounts for Councils
- ▶ VAGO's preliminary response is that the interim facility will be treated in line with accounting standards - i.e. classified as current liability
- ▶ The intention is that the interim facility will be refinanced in July 2014 via the LGFV. As such, the refinance into non current liabilities will be detailed in the financial accounts as a "subsequent event"
- ▶ Formal response from VAGO to be provided to Councils

CBA interim facility

- ▶ The interim facility remains open for all Councils
- ▶ It will be extended beyond current maturity date of 30 June 2014 noting LGFV first issuance target of July 2014
- ▶ CBA will be contacting Councils shortly to coordinate this process

RBA eligibility

- ▶ MAV and the banks are progressing discussions with the Reserve Bank of Australia ("RBA") to consider LGFV bond as "eligible securities" for repurchase under its Domestic Market Operations
- ▶ Inclusion of the bonds as eligible securities will drive further investor appetite (particularly bank balance sheets) and potential greater pricing benefits

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AUD public bonds

An introduction

Overview

- ▶ A debt security placed by a borrower to raise funding
- ▶ The “wholesale” version of a loan
- ▶ Cheaper funding than banks for highly rated borrowers
- ▶ Governments, Corporates and Banks issue bonds

Simply, it is a loan from a different source

Investors

- ▶ Institutional investors
- ▶ E.g. superannuation funds, banks and foreign Governments

Precedent

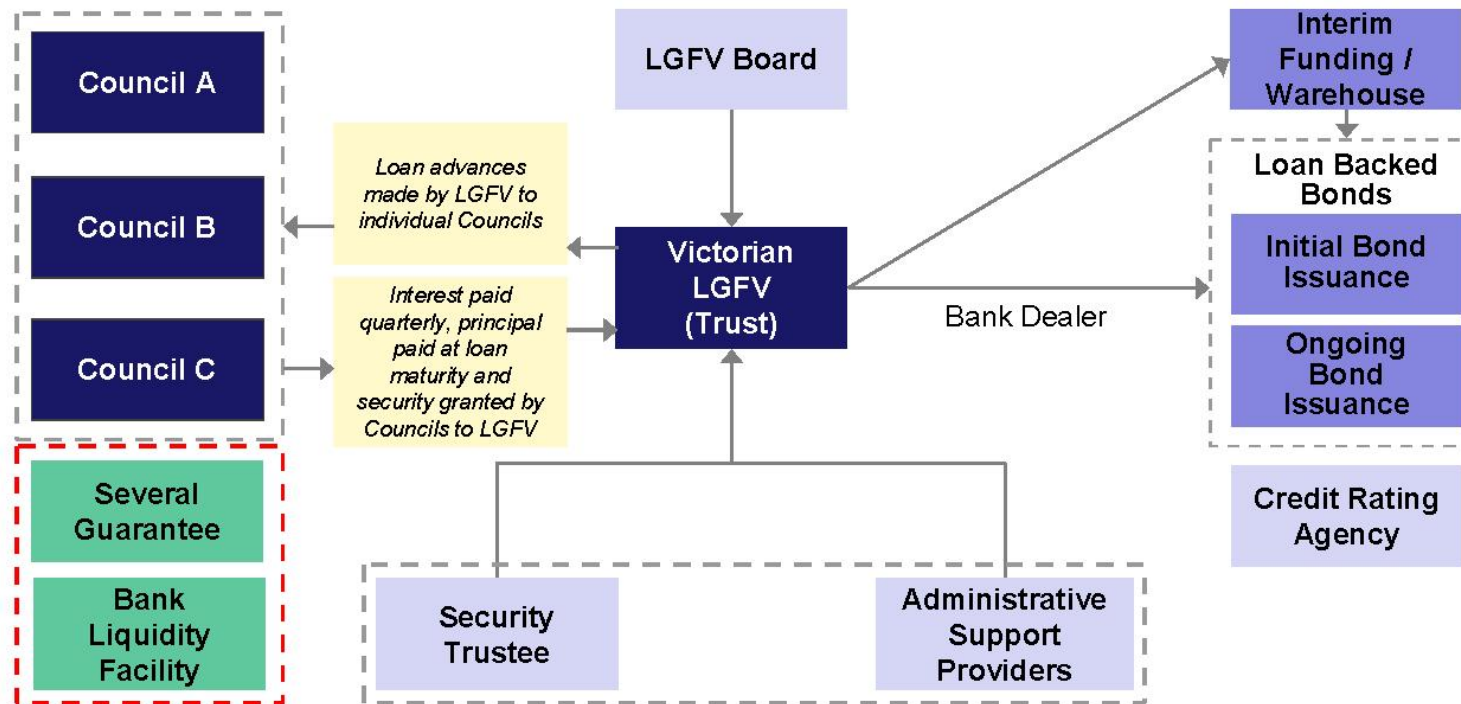
- ▶ Key funding source for Australian Government and State Governments (e.g. TCV)
- ▶ International trend for Local Government bonds
 - ▶ New Zealand Local Government Funding Agency
 - ▶ USA “municipal bonds”
 - ▶ Canada
 - ▶ Europe

Best practice given cheapest source of funding



Structure overview

Market standard structure of “pooling” loans to access bond market

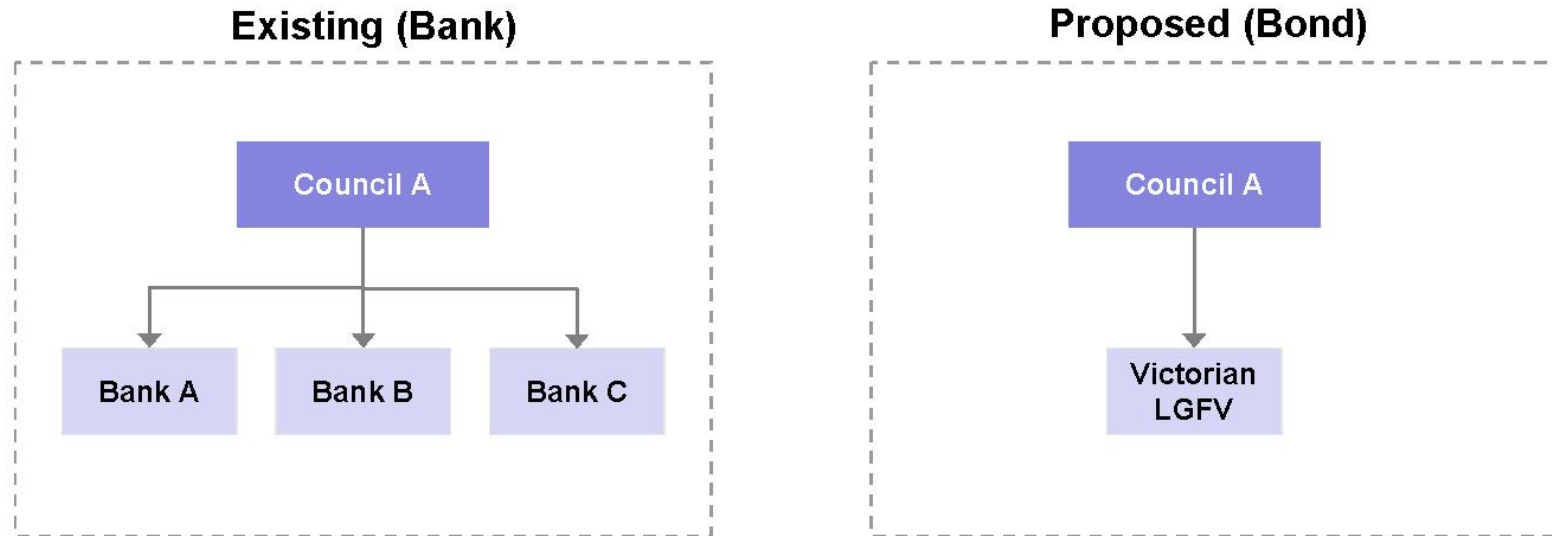


Market standard structure of “pooling” loans to access bond market. Key structural features in response to Council feedback: (i) there is a several guarantee only; and (ii) the Debt Service Reserve Fund has been removed and will be replaced by a Bank Liquidity Facility (if required)



Operational overview

Simplified borrowing process



Bond Evaluation	▶ Process	▶ Drawdown notice to LGFV manager ▶ No tender requirement	▶ Simplifies for Councils
	▶ Availability	▶ Debt available on “as needs” basis	▶ No disruption / business as usual



What this means for local councils

Comparison of bank vs. bond funding

	Bank	Bond	Evaluation / Proposal
Pricing	<ul style="list-style-type: none"> ▶ Not the most efficient long term funding source 	<ul style="list-style-type: none"> ▶ Wholesale funding model drives savings vs. bank 	<ul style="list-style-type: none"> ▶ Significant savings available
Tenor	<ul style="list-style-type: none"> ▶ Up to 15 years, with availability of tenor reducing 	Market <ul style="list-style-type: none"> ▶ Up to 12 years LGFV first issuance <ul style="list-style-type: none"> ▶ 5 and 7 year tenor 	Rationale for change: <ul style="list-style-type: none"> ▶ Maximise success of LGFV ▶ Drives optimal pricing outcome ▶ Most appropriate solution for the sector as a whole ▶ Increased flexibility envisaged over time ▶ 7 year bullet equates to approximately a 15 year principal and interest average weighted tenor
Interest rate	<ul style="list-style-type: none"> ▶ Fixed and variable interest rates 	Market <ul style="list-style-type: none"> ▶ Fixed and variable interest rates LGFV first issuance <ul style="list-style-type: none"> ▶ Fixed interest rate 	
Repayment profile	<ul style="list-style-type: none"> ▶ Interest only or amortising 	Market <ul style="list-style-type: none"> ▶ Typically interest only ▶ Amortising structures are available but more costly and less demand LGFV first issuance <ul style="list-style-type: none"> ▶ Interest only 	

Pricing and cost

			Bond Tenor (Interest only)		
			5 Year	7 Year	10 Year
Rating	Aa2	Saving vs. Bank	-100bps	-125bps	-120bps
	Aa3	Saving vs. Bank	-95bps	-120bps	-115bps
	A1	Saving vs. Bank	-85bps	-110bps	-105bps
	A2	Saving vs. Bank	-75bps	-100bps	-95bps

Significant pricing savings in bond market across all tenors

Consistent with findings from November 2013 assessment

Step change – ongoing access to wholesale prices

Pricing will improve over time

Targeting credit rating in the Aa range

Significant pricing savings still achievable if credit rating in A range

Intergenerational savings



Tenor

5 and 7 years

LGFV first issuance

- ▶ 5 and/or 7 year tenor (dependent on volume)
- ▶ Councils to nominate preferred tenor (5 and/or 7 years)
- ▶ Final allocations will be determined based on achieving minimum \$100m threshold for each
- ▶ LGFV Board will work with the banks to determine the optimal tenor profile

Current Council practices

- ▶ Councils have historically borrowed both long and short term

Market appetite

- ▶ Preference for 5 and 7 year tenor
- ▶ Strong demand and best price at these levels
- ▶ Scale required for success

Rationale

- ▶ Standardised tenor which best meets diverse Council requirements
- ▶ In line with historically long term asset profile
- ▶ Starting point in building maturity profile
- ▶ “Sweet spot” for institutional bond investors

**Greatest investor
appetite for 5 and 7 year
tenors drive optimal
pricing outcome**

**Standardised tenor
maximises likelihood of
LGFV success**



Repayment profile

Interest only

LGFV first issuance

- ▶ Periodic interest-only coupon payments (quarterly)
- ▶ Principal repaid on maturity – “bullet”
- ▶ No prepayments

**Bullet bond maturity
maximises likelihood of
LGFV success**

Current Council practices

- ▶ Councils have historically favoured principal and interest (“P&I”) debt products

Market appetite

- ▶ Preference for interest only debt products which reduces cost

Rationale

- ▶ Interest only best suited for sector as a whole noting ongoing borrowing requirements
- ▶ Market standard for Australian bond market
- ▶ Common practice for governments and major corporates
- ▶ Limitations may be addressed in later years (see “Increased Flexibility over time”)

**Drives optimal pricing
outcome and offers
capital flexibility for
Councils**



Interest rate

Fixed

LGFV first issuance

- ▶ Fixed interest rate for the full term of the loan

Current Council practices

- ▶ Councils have historically favoured fixed interest borrowing due to increased certainty in repayments

Market appetite

- ▶ Preference for fixed rate interest debt products

Rationale

- ▶ Reduces the risk associated with interest rate rises
- ▶ Structure considered best practise for inaugural bond issue

**Fixed interest rate
maximises likelihood of
LGFV success**

**Drives optimal pricing
outcome and consistent
with Council preferences**



Increased flexibility over time

Overview

- ▶ Initial structure (i.e. tenor, repayment) has been determined based on bank advice to maximise probability of successful inaugural issuance and drive optimal pricing
- ▶ Over time various opportunities exist for Councils to increase the flexibility of their funding through:
 1. Managing maturity profile
 2. Adjusted terms (e.g. tenor, interest rate)
 3. Supplementary arrangements for individual Councils (e.g. P&I bank debt, bank deposits)



Increased flexibility over time

1. Managing maturity profile

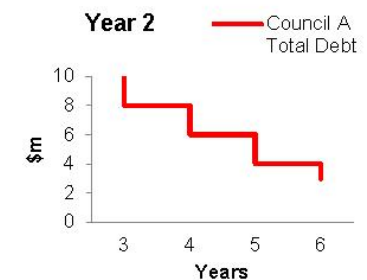
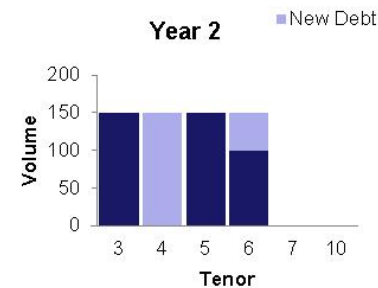
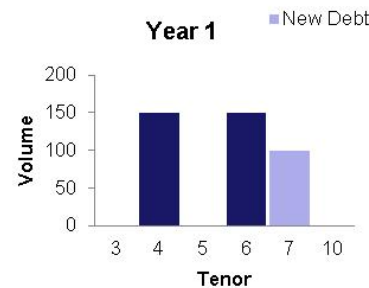
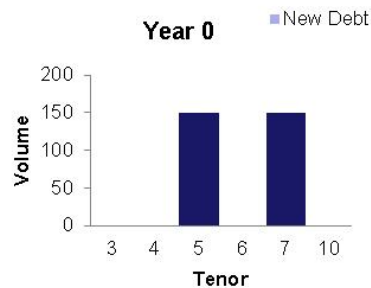
- ▶ LGFV is designed to return to (“re-tap”) the bond market for additional debt
- ▶ LGFV “infrastructure” being in place will facilitate the “re-tap” at minimal transaction costs (this will include subsequent issuances and refinancing requirements)
- ▶ Volume and tenor can be managed to shape a debt maturity profile which matches the Council’s requirements. It is noted that some Council’s currently manage their debt and repayment profile in this manner
- ▶ Illustrative example:

Initial debt equally split between 5 & 7 year tenor

Subsequent issuance extends maturity profile

Re-tap then adds debt and creates consistent debt maturity profile

Council A uses LGFV to manage their repayment profile



Increased flexibility over time

2. Adjusted terms

- ▶ The upcoming issuance includes a “vanilla” structure (i.e. 5 & 7 year tenor, fixed repayment profile) to maximise funding certainty
- ▶ Once the LGFV has established an operating track record however, the opportunity to subsequently access the bond market may allow for alternative:
 - ▶ tenors (i.e. 10+ years); and/or
 - ▶ repayment terms (i.e. floating vs. fixed interest payments)

3. Supplementary arrangements

- ▶ Individual councils may also wish to supplement funding from the LGFV with their own arrangements:
 - ▶ Depositing LGFV proceeds – interest proceeds from deposits may partially offset (even exceed) coupon payments on bond
 - ▶ Bank warehouse funding – provides short term funding on an “as needs” basis
- ▶ At maturity of the bond, Councils can elect to either repay the loan, refinance or a combination thereof
- ▶ Each option gives councils the flexibility of managing their debt exposure over time

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Risk matrix

	Bank	Bond	Evaluation
Financial <i>Access to funding?</i> <i>Bilateral obligation?</i>	<ul style="list-style-type: none"> ▶ Sole source of funding ▶ Bilateral obligation 	<ul style="list-style-type: none"> ▶ Additional funding source ▶ Bank liquidity facility mitigates defaulting Council scenario ▶ Bilateral obligation 	LOW risk with benefit of diversification
Legislative <i>Impediments?</i>	<ul style="list-style-type: none"> ▶ No restrictions on source of funding 	<ul style="list-style-type: none"> ▶ No restrictions on source of funding ▶ Minister briefed on LGFV transaction 	LOW risk with no change
Price <i>Certainty of price?</i>	<ul style="list-style-type: none"> ▶ Fixed interest rate pricing quote provided by banks 	<ul style="list-style-type: none"> ▶ Wholesale market provides step change / significant savings ▶ Best price achieved through wholesale market tender 	LOW risk with improved transparency, probity and price
Lender <i>New source of funding?</i>	<ul style="list-style-type: none"> ▶ Long history of Councils borrowing from banks ▶ Borrowings governed by loan agreement 	<ul style="list-style-type: none"> ▶ Source of funding consistent with banks, State and Commonwealth governments ▶ LGFV is a conduit to this market ▶ Strong governance framework ▶ Borrowings governed by loan agreement 	LOW risk
Execution risk <i>Certainty of funding?</i>	<ul style="list-style-type: none"> ▶ Track record of Councils borrowing from banks 	<ul style="list-style-type: none"> ▶ Market standard structure with precedent transactions ▶ Expertise of CBA and NAB as arrangers 	LOW risk Key risk is Council support

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Summary and next steps

Summary

- ▶ The LGFV will deliver significant inter-generational savings to the Victorian local government sector
- ▶ The time is now; the defined benefit superannuation shortfall provides the scale to enter the public bond market
- ▶ Council commitment is key, MAV require a minimum of \$150 million to proceed with this inaugural transaction

Next steps

- ▶ MAV will distribute a council briefing/resolution template, term sheet, acceptance letter and copy of today's presentation mid-next week
- ▶ Individual Council briefing sessions can be provided by MAV/EY on request
- ▶ Councils wishing to proceed return the acceptance template to procurement@mav.asn.au, including:
 - ▶ Required borrowing amount
 - ▶ Preferred tenor(s)
 - ▶ Copy of council resolution
- ▶ In receipt of acceptance, MAV will be in contact with additional details
- ▶ For all enquiries / additional details, contact Cameron Spence (cspence@mav.asn.au, 03 9667 5554)

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Inter-generational savings



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4th April 2014

Local Government Funding Vehicle (LGFV) Participation

By signing a copy of this correspondence, _____ Council hereby accepts the conditions outlined in this letter and attached term sheet acknowledges and agrees to participate in the inaugural issuance of the Local Government Funding Vehicle (LGFV).

X _____

Signed for and on behalf of _____ Council by its authorised representative

Dated (dd/mm/yy)

Borrowing requirements (councils can select one or both 5 and 7 year tenor):

Total amount: _____

of which

5 year tenor amount: _____

7 year tenor amount: _____

NB. If insufficient funds are allocated to either tenor (i.e. <\$100m), the tenor of the first issuance will be determined based upon the majority requirement of councils.

Upon receipt of this agreement, MAV will raise an invoice to your council for a one off LGFV establishment fee of \$4,000 (excluding GST).

Primary Council Contact for LGFV:

Name: _____

Phone: _____

Position: _____

Email: _____

Secondary Contact for LGFV:

Name: _____

Phone: _____

Position: _____

Email: _____

Please return this form including a copy of an approved council resolution for participation in the LGFV **ASAP following May council meeting but no later than 30 May 2014** - to Cameron Spence, Manager Commercial Services, cspence@mav.asn.au

ORDINARY COUNCIL MEETING MINUTES 19 MAY 2014 (CM437)

16.11 ASSEMBLY OF COUNCILLORS

General Manager

Planning and 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 3 February 2014.

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:

Date:	Assembly Details / Matters Discussed:	In Attendance:	Declaration of Interest Declared:
19 February 2014	Victory Park Precinct Advisory Committee	Councillors: Cr Kam Officers: Simon Clark	NIL
12 March 2014	Morwell Town Common Development Plan project Control Group	Councillors: Cr Middlemiss Officers: Simon Clark	NIL
9 April 2014	Morwell Town Common Development Plan Project Control Group	Councillors: Cr Middlemiss Officers: Simon Clark	NIL
16 April 2014	Victory Park Precinct Advisory Committee	Councillors: Cr Kam Officers: Simon Clark	NIL
16 April 2014	Latrobe City International Relations Committee Meeting	Councillors: Cr Gibbons, Cr Sindt, Cr White Officers: Jason Membrey, Amanda Owen, Jie Liu	NIL

Attachments

1. Attachment 1
2. Attachment 2
3. Attachment 3
4. Attachment 4
5. Attachment 5

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)**

RECOMMENDATION

That Council note this report.

Moved: Cr Rossiter

Seconded: Cr White

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

16.11

Assembly of Councillors

1	Attachment 1	707
2	Attachment 2	711
3	Attachment 3	715
4	Attachment 4	719
5	Attachment 5	723



Assembly of Councillors Record

This form **MUST** be completed by the attending Council officer and returned **IMMEDIATELY** to the Council Operations Team for filing. {see over for Explanation/Guide Notes}.

Assembly details: Victory Park Precinct Advisory Committee

Date: 19 February 2014

Time: 5:15pm

Assembly Location: Latrobe City Council - Traralgon Service Centre
(e.g: Town Hall, TOWN, No. xx ADDRESS, Latrobe City Council Offices).

In Attendance:

Councillors: Cr Sandy Kam

Officer/s: Simon Clark

Matter/s Discussed:

Special Business

1.Cr Kam introduced Ms Trisha Sweeney who discussed with the Committee, plans to construct a fence around the Lone Pine tree in Victory Park. Trisha has a quote of \$3320.00 (includes GST) to construct a one metre high and approximately three metres in circumference galvanised iron fence with a poppy included in the design and finials on top. Trisha is considering a "Restoring Community War Memorials" hundred year ANZAC grant and a Latrobe City Community Grant to fund the project.

Moved: David Langmore – "That the Victory Park Advisory Committee gives in principle support for the Long Pin Tree fence project at Victory Park".

Seconded: Linda Hall.

CARRIED

Correspondence in: Nil

Correspondence out: Nil.

Business arising from previous minutes

1.Simon to have Council's Traffic Engineer advise him of the status of the Monomeith Senior Citizens Centre carpark regarding designated Disabled and Permit Only parking



zones during events in the park. Ongoing Action – Simon

2.Linda presented a proposal for a project that included the re-location and installation of the steel bridge. The proposal is to extend the existing rail network into Doorty Park. The Committee believe that the proposal was a large project within Doorty Park and to proceed would need the support of the Committee and of Latrobe City Council. Cr Kam said that it would be likely that a public consultation process would need to be conducted as the project would be in a high profile park area. Simon to consult Council's Public Open Space Policy and the Recreation Planners. The Committee were not against the idea however they wish to discuss it further only if the GMES Committee decides to proceed with this proposal. Linda to report back to the Committee in April.
Action – Linda

3.Simon to have the pot holes in the driveway filled in the Scouts driveway. Ongoing Action – Simon

4.Simon informed the Committee that Council officers were investigating the lodgement of a grant application for additional lights and some permanent CCTV systems in Victory Park. Action – Simon

5.Alan spoke of the Lions Club proposed project of installing life sized bronze statues of native animals in Victory Park. The project would cost in the vicinity of \$100,000. The Committee gave its support for the project and the Lions Club will now discuss the project with Council. Ongoing Action - Alan

6.The Committee discussed the proposed Couches Lane carpark. The Committee were concerned that there did not appear to be any ability for a car to turn around easy if it reached the end of the carpark and found that no parking spaces were available. Simon to investigate. Action - Simon

7.Simon informed the meeting that the Fire Memorial project was now scheduled to commence in March.

8.Alan asked Simon if the Princes Highway entrance into Victory Park could be blocked from vehicle access. Simon to investigate. Ongoing Action – Simon

Bookings – til 16 April 2014

- 1.Children's Party – Newman Park, 22 February;
 - 2.Wedding – Victory Park, 1 March, 2:30pm to 4:30pm;
 - 3.Red Hot Summer Tour – Victory Park, 21 March (tentative).
- General Business

1.Cr Kam said that the Federal Government's Volunteers Grants would be released soon



and for groups to keep an eye out in the media.

(e.g: Proposed Development in *TOWN* discussion with residents, Planning Permit Application No. xxxx re: proposed xx story development at *ADDRESS*, etc)

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: Simon Clark



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:

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- any conflict of interest disclosures made by a Councillor attending under subsection (3);
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The above required information is:

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- incorporated in the minutes of that Ordinary meeting.

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Brief Explanation:

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- the Council; or
- a special committee; or
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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:

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- (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

This form **MUST** be completed by the attending Council officer and returned **IMMEDIATELY** to the Council Operations Team for filing. {see over for Explanation/Guide Notes}.

Assembly details: Morwell Town Common Development Plan Project Control Group

Date: 12 March 2014

Time: 5:00pm

Assembly Location: Latrobe City Council Headquarters
(e.g: Town Hall, TOWN, No. xx ADDRESS, Latrobe City Council Offices).

In Attendance:

Councillors: Cr Graeme Middlemiss

Officer/s: Simon Clark

Matter/s Discussed:

AAA Playground

Lauren Dinsdale – Technical Officer, Latrobe City Council Major Projects presented a draft design for the AAA Playground. Lauren informed the meeting that the design was based on sensory spaces, play equipment, maze, rock pool (no water) and viewing deck with seating. Lauren invited the group members to review the draft design and provide their feedback to her as soon as possible. Simon to send out copies of the draft design with the meeting minutes. Action – Simon Clark

Simon wishes to inform the members that following a conversation on 13 March that comments on the draft design will need to be received by Lauren by no later than Monday 31 March.

Business Arising From Previous Minutes

1.Simon informed the meeting that the damaged trees on Maclean Street would be replaced as soon as the Council nursery has mature seedlings of the same species.
Action – Simon Clark

2.David stated that he will install heavy duty fully attached down pipes on the picnic shelter. Ongoing Action – David McInnes



3. Simon to find the costs for the extension of the Rotary fence on White Street and give to David. Action – Simon Clark

4. The meeting discussed that it would be likely that the existing drainage issue at the playground would be rectified during the construction of the AAA Playground.

5. David informed the meeting that the Rotary Club was successful in obtaining a Latrobe City Council Minor Capital Works Community Grant for the installation of 3 phase power at the common. The work will be undertaken in the near future. Action – David McInnes

6. Max requested that the Committee members consider an extension of the Project Control Group's initial brief. Promoting the common as a venue for the staging of events was discussed further. Simon recommended that he invite a representative from Council's Events and Tourism teams to the December meeting to discuss possible avenues for promotion and activation of the common. Ongoing Action – Simon Clark

General Business

1. Simon to discuss with Council's Media Team a story in the newspaper and social media requesting residents and interested parties to make available any information and photos that they may have of the Town Common for the formation of the historical sign. Action - Simon Clark

2. Simon informed the meeting that new government legislation regarding prohibiting smoking at selected facilities and venues such as playgrounds, outdoor sporting facilities etc would come into effect shortly. Signs informing the public of the new laws would be provided to Council and sporting clubs. Cr Middlemiss requested that the group members be given the opportunity to select the location of signs at the Town Common. Action – Simon Clark

(e.g: Proposed Development in *TOWN* discussion with residents, Planning Permit Application No. xxxx re: proposed xx story development at *ADDRESS*, etc)

Are the matters considered confidential under the Local Government Act: NO

Conflict of Interest Disclosures: (refer 3. over page)

Councillors:

Officer/s:



Times that Officers / Councillors left/returned to the room:

Completed by: Simon Clark



Assembly of Councillors Record Explanation / Guide Notes

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1. Section 80A requirements (re: *Written Record to be made by Council staff member*):

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Section 80A(3)

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Section 80B

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Assembly of Councillors Record

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Assembly details: Morwell Town Common Development Plan Project Control Group

Date: 9 April 2014

Time: 5:00pm

Assembly Location: Latrobe City Council Headquarters
(e.g: Town Hall, TOWN, No. xx ADDRESS, Latrobe City Council Offices).

In Attendance:

Councillors: Cr Graeme Middlemiss

Officer/s: Simon Clark

Matter/s Discussed:

Correspondence in:

1. Email from Cr Graeme Middlemiss regarding tree removals on Chapel Street due to being declared Dying and Dangerous under Council's Tree Work Notification Policy.
2. Email from Council's Media Team regarding providing assistance for the common historical sign.

Correspondence out: Nil.

AAA Playground

Lauren Dinsdale – Technical Officer, Latrobe City Council Major Projects conducted discussion on the draft design for the AAA Playground. Lauren asked the Committee if there were any further comments on the draft design. Lauren reiterated that the design incorporated activities for children of all abilities. Max enquired if the design could include a “Go To” item to attract visitors. Lauren talked of an item called a “Mouse House” and Cr. Middlemiss requested that officers find out if the item is licenced so it could be built locally. Simon to send out a photo of the “Mouse House” with the minutes as well as the current design information and the carpark design. Cr. Middlemiss suggested that Lauren



consult Council's Disability Committee regarding the design. Max suggested some type of pergola shade structure with Lauren responding that mature trees would be planted but further shade could be investigated. The Committee resolved to meet again in a few weeks' time. Action – Simon Clark

Business Arising From Previous Minutes

1. Simon informed the meeting that the damaged trees on Maclean Street would be replaced as soon as the Council nursery has mature seedlings of the same species. Ongoing Action – Simon Clark

2. David stated that he will install heavy duty fully attached down pipes on the picnic shelter. Ongoing Action – David McInnes

3. Simon reported that the cost for the extension of the Rotary fence on White Street was \$4,500. David to put in account from Rotary for payment. Action – David McInnes

4. David informed the meeting that the Rotary Club was successful in obtaining a Latrobe City Council Minor Capital Works Community Grant for the installation of 3 phase power at the common. The work will be undertaken in the near future. Ongoing Action – David McInnes

5. Simon to invite Council's Events and Tourism teams to the next meeting to discuss possible avenues for promotion and activation of the common. Action – Simon Clark

6. Simon informed the meeting that he had commenced discussions with Council's Media Team regarding promoting the formation of the historical sign in the common. Simon and Bruce will have a meeting with the Media Team to discuss a story in the newspaper and social media campaign. Simon to distribute the quote from the Graphic Designer and the sign company with the minutes. Action - Simon Clark/Bruce McMaster

7. Simon informed the meeting that the Committee would be consulted prior to the installation the signs for the new government legislation regarding prohibiting smoking at playgrounds etc. Simon will organise an onsite meeting to discuss possible locations. Action – Simon Clark

General Business

1. Nil.

(e.g: Proposed Development in *TOWN* discussion with residents, Planning Permit Application No. xxxx re: proposed xx story development at *ADDRESS*, etc)



Are the matters considered confidential under the Local Government Act: NO

Conflict of Interest Disclosures: (refer 3. over page)

Councillors:

Officer/s:

Times that Officers / Councillors left/returned to the room:

Completed by: Simon Clark



Assembly of Councillors Record Explanation / Guide Notes

Required pursuant to the Local Government Act 1989 as amended.

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Assembly of Councillors Record

This form **MUST** be completed by the attending Council officer and returned **IMMEDIATELY** to the Council Operations Team for filing. {see over for Explanation/Guide Notes}.

Assembly details: Victory Park Precinct Advisory Committee

Date: 16 April 2014

Time: 5:15pm

Assembly Location: Latrobe City Council - Traralgon Service Centre
(e.g: Town Hall, TOWN, No. xx ADDRESS, Latrobe City Council Offices).

In Attendance:

Councillors: Cr Sandy Kam

Officer/s: Simon Clark

Matter/s Discussed:

Business arising from previous minutes

1. Cr Kam informed the meeting that the possible funding grant program for the Lone Pine Tree fence project closes in May. Cr Kam will endeavour to have the matter brought to the attention of the Council so to progress the grant application. Simon wished it noted that there were two clerical errors in the April 2014 minutes and that the following motion reads correct:

Moved: David Langmore – “That the Victory Park Advisory Committee gives in principle support for the Lone Pine Tree fence project at Victory Park”.

Seconded: Linda Hall.

CARRIED

2. Council’s Traffic Engineer has advised Simon that event organisers were able to approach Council requesting that the Monomeith Senior Citizens Centre carpark have temporary Disabled and Permit Only parking zones during events.

3. Linda informed the Committee that the Gippsland Model Engineering Society (GMES) would be finalising the formation of their five year vision document at their next meeting. Linda will present the societies document at the June meeting of the Advisory Committee. Simon has consulted Council’s Recreation Planners and been informed that any



development would need to go to public consultation as was stated by Cr. Kam at the February meeting. Action – Linda

4.Simon to have the pot holes in the driveway filled in the Scouts driveway. Completed

5.Simon informed the Committee that Council officers had recommended the lodgement of a Community Safety grant application for a project in Churchill however the additional lights and CCTV systems projects in Victory Park should be pursued further.

6.Alan spoke of the Lions Club proposed project of installing life sized bronze statues of native animals in Victory Park. The project would cost in the vicinity of \$100,000. The Committee gave its support for the project and the Lions Club will now discuss the project with Council. On hold

7.Simon announced that the contractor for the Couches Lane carpark project had been selected and the project would commence on 5 May 2014.

8.Simon informed the meeting that the Fire Memorial project was now scheduled to commence on 5 May 2014.

9.Simon reported that the entrance into Victory Park from the Princes Highway could not be blocked from vehicle access however a no parking sign could be erected if required.

Bookings – til 16 April 2014

1.Nil.

General Business

1.Linda requested that the cracks in the asphalt in the GMES facility be repaired by Council. Action – Simon

2.Cr Kam wished all Committee members a happy and safe Easter.

3.Lorrel informed the meeting that the scouts would be holding a 90th Anniversary on 22 June at their Victory Park hall and everyone is invited.

(e.g: Proposed Development in *TOWN* discussion with residents, Planning Permit Application No. xxx re: proposed xx story development at *ADDRESS*, etc)

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: Simon Clark



Assembly of Councillors Record Explanation / Guide Notes

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Assembly of Councillors Record

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Assembly details: Latrobe City International Relations Committee Meeting

Date: 16 April 2014

Time: 5.00 pm to 7.00 pm

Assembly Location: NAMBUR WARIGA ROOM
LATROBE CITY COUNCIL CORPORATE HEADQUARTERS
COMMERCIAL ROAD, MORWELL
(e.g: Town Hall, TOWN, No. xx ADDRESS, Latrobe City Council Offices).

In Attendance:

Councillors: Cr. White, Cr. Sindt and Cr. Gibbons

Officer/s: Jason Membrey, Amanda Owen, Jie Liu

Matter/s Discussed:

Presentation from Louis Patterson - former ALT

Presentation from Maxine Bradshaw, Federation University

2014 Sister Cities Festival

2014 Music Exchange Program Fundraising and Proposed Activities

Economic Development Update

International Relations Committee Terms of Reference

(e.g: Proposed Development in TOWN discussion with residents, Planning Permit Application No. xxxx re: proposed xx story development at ADDRESS, etc)

Are the matters considered confidential under the Local Government Act: NO



Conflict of Interest Disclosures: (refer 3. over page)

Councillors: N/A

Officer/s: N/A

Times that Officers / Councillors left/returned to the room: N/A

Completed by: Amanda Owen, Acting Coordinator Events & International Relations



Assembly of Councillors Record Explanation / Guide Notes

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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.

ORGANISATIONAL EXCELLENCE

17. ORGANISATIONAL EXCELLENCE**17.1 INSURANCE RENEWALS****GENERAL MANAGER****Organisational Excellence****For Decision****PURPOSE**

The purpose of this report is to provide Council with information regarding the upcoming insurance renewals process, for Public Liability, Products Liability and Professional Indemnity, and Industrial Special Risk (ie property) insurance for 2014/2015, and seek authorisation for the Acting Chief Executive Officer to enter into negotiations and agreement on Council's behalf.

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 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives - Governance

In 2026, Latrobe Valley has a reputation for conscientious leadership.

Latrobe City Council Plan 2013 - 2017***Theme and Objectives***

Theme 3: Efficient, effective and accountable governance

Strategic Direction – Ensure Latrobe City Council's infrastructure and assets are maintained and managed sustainably

Legislation – Local Government Act 1989

Policy – Procurement Policy 14 Pol-7

BACKGROUND

Latrobe City Council currently holds insurance for Public Liability, Products Liability and Professional Indemnity with MAV Insurance – Liability Mutual Insurance Scheme, and Industrial Special Risk (ISR) with Jardine Lloyd Thomson's Joint Municipal Asset Protection Plan. These policies are due to expire 30 June 2014.

Public Liability, Products Liability and Professional Indemnity

MAV Insurance – Liability Mutual Insurance Scheme (‘the Scheme’) is specifically for Victorian Local Government and was established in 1993 in accordance, and to assist councils to achieve compliance, with Section 76A of the *Local Government Act 1989*, which states:

- (1) A Council must take out and maintain insurance against-
 - (a) public liability for an amount of at least \$30 million or such higher amount as may be fixed by Order in Council; and
 - (b) professional liability for an amount of at least \$5 million or such higher amount as may be fixed by Order in Council.
- (2) A Council may comply with subsection (1) by becoming a member of or participating in a scheme approved by the Minister for the purposes of this subsection.
- (3) A Council may become a member of or participate in a scheme approved by the Minister for the purposes of this subsection without complying with any restriction or requirement otherwise imposed on a Council by this Act.

Latrobe City Council, or its predecessors, has been with the Scheme since its inception. Of the 79 eligible Victorian councils, all are expected to remain with the Scheme in 2014/15.

Industrial Special Risk insurance

Industrial Special Risks Insurance (ISR) is the technical name for Council’s property damage and consequential loss cover. The insurance policy is designed to protect physical assets, including buildings, stock, plant and machinery and other property, as well as income during the occurrence of business disruption. Latrobe City Council currently has assets valued at more than \$300m insured. Council’s current ISR cover is provided by the Joint Municipal Asset Protection Plan (JMAPP).

JMAPP is a service that helps Victorian councils and water corporations to effectively manage and protect their assets. Formed by Jardine Lloyd Thomson (JLT) – Risk Services, in conjunction with Victorian Local Government Authorities, JMAPP commenced on 30 September 1998.

JMAPP combines the elements of a discretionary trust with conventional ISR insurance. Essentially each authority, as a member of JMAPP, has contracted with the other members to form a self-insurance (or mutual) fund for ISR type claims. JMAPP is supported by an ‘excess of loss’ ISR insurance program, activated immediately should the fund become fully expended by claims.

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The cover provided by JMAPP has been specifically tailored to meet Victorian Local Governments' requirements with regard to loss and/or damage to property assets and other consequential economic losses.

Latrobe City Council has been a member of JMAPP since the scheme's formation in 1998. In addition to property insurance coverage, JMAPP has also provided service and advice in the areas of risk management, risk auditing, claim administration and providing updated information in relation to property insurance trends and changes.

Requirement to undertake a public tender

Section 186 of the *Local Government Act 1989* requires Council to undertake a public tender process before entering into a contract for the provision of goods or services to the value of \$150,000 or more.

As Public Liability, Products Liability and Professional Indemnity is exempt from Section 186, Council is not required to undertake a public tender process before entering into a contract for the provision of these goods or services.

No exemption has been made for ISR insurance, and as such, Councils are required to undertake a tender process. Due to the specialised nature of this insurance, Jardine Lloyd Thomson have been appointed as a tendering agent for the purpose of conducting a public tender for ISR insurance on behalf of councils. If councils were to undertake the tender process themselves, a council would need to hold licenses for insurance broking. Apart from the additional expenditure of such licenses and provision of expertise, there is a very real risk that insurers would not respond to a tender run by an individual council. It would also require that council to break away from JMAPP, and the cost for insurance may not be competitive with the joint scheme, as it would be traditional full insurance, without the buffer or buying power provided by the scheme.

JLT provide a Tender/Probity Plan which sets out the procedures to be followed, including their commitment to comply with the same compliance and probity rules applying to Council, the Insurance Brokers' Code of Conduct, and the Australian Stock Exchange (ASX). Councils do not pay any fee to JLT to conduct the tender on their behalf.

ISSUES

As shown in the table below, the contributions (ie premium) in 2013/14, and anticipated in 2014/15, exceed the delegation limit of the CEO.

	2013/14 actual	2014/15 estimated	% increase
Public Liability	\$461k	\$588k	27.5%
ISR	\$284k	\$363k	27.8%

A 25 – 30% increase in public liability premium is anticipated based on advice of the actuaries and Council and the scheme's claim history.

ISR is also expected to increase due to increases in insured asset base following recent revaluations of council assets. These therefore exceed the delegation limit of the CEO.

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The tender has now closed, and the tender evaluation panel report and recommendations are expected by 6 June 2014. Council's instructions are required by 9 June 2014, in order to brief tenderers, receive placement slips and place insurances by 30 June 2014.

Due to the short timeframes involved, delegation of authority to the CEO to enter into negotiations and agreements for these insurance is sought, to ensure renewal timeframes are met, and council is not left uninsured, and therefore non-compliant with the Act.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

The cost of council's contribution for Liability Mutual Insurance and ISR insurance has been estimated at \$587,520 and \$363,300 respectively. This is based on previous year's contributions and indications from MAV Insurance and JLT regarded expected increases. These insurances will be funded from the proposed draft budget for Risk and Compliance which has an allocation of \$950,820 for the 2014/15 financial year.

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014. The Act stipulates that councils must hold public liability and professional indemnity insurance. Industrial Special Risk insurance provides coverage for loss or damage to council property and assets in excess of \$300M, and against income loss due to business disruption. Council is required to hold suitable insurance to transfer this financial risk from council to the insurer, and due to the value, carry out a public tender for such insurance. These actions will achieve compliance with these requirements of the Act.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Such internal consultation has and will be undertaken as necessary to review and confirm any undeclared potential claims, additional insureds and entrepreneurial activities, as required to be declared as part of the renewal process.

OPTIONS

Council has the following options:

1. Authorise the CEO to enter into negotiations and agreement on behalf of council for the provision of Public Liability, Products Liability and Professional Indemnity, and Industrial Special Risk insurance for 2014/15.
2. Retain/not delegate authority to negotiate and enter into agreement, however due to the short timeframes involved in the renewal process, this may result in Latrobe City Council being uninsured and therefore not compliant with the *Local Government Act 1989*

**ORDINARY COUNCIL MEETING MINUTES
19 MAY 2014 (CM437)****CONCLUSION**

The *Local Government Act* 1989, and sound risk management principles, require Council to hold public liability, product liability and professional indemnity, and Industrial Special Risk (ie property) insurance. To ensure renewal timeframes can be met, and cover is maintained, delegation of authority to enable the CEO to enter into negotiations and agreement for renewal of these insurances is sought.

Attachments
Nil

RECOMMENDATION

That Council authorise the Acting Chief Executive Officer to negotiate and enter into an agreement for the renewal of Council's public liability, product liability and professional indemnity insurance, and Industrial Special Risk, for 2014/15 in accordance with the requirements of the Local Government Act 1989 requirement to hold such insurance.

Moved: Cr White
Seconded: Cr Gibbons

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

**17.2 COMPLETION OF ANNUAL REVIEW OF THE COUNCIL PLAN
2013-2017**

General Manager

Organisational Excellence

For Decision

PURPOSE

The purpose of this report is to seek Council's endorsement for the completion of the annual review of the Council Plan 2013-2017 and to advise the Minister for Local Government accordingly.

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 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 3: Efficient, effective and accountable governance

Strategic Direction –

Continuously review our policies and processes to increase efficiency and quality of our facilities and the services we provide.

Legislation – Local Government Act 1989

In accordance with Section 125 of the *Local Government Act 1989*, at least once a year council must consider whether the council plan requires any adjustment in respect to the remaining period of the plan.

If Council amends its plan, Council is obliged in accordance with Section 125(3) of the *Local Government Act 1989* to give public notice and invite submissions in respect of any changes to the Council Plan 2013-2017.

In accordance with Section 125 (8) of the *Local Government Act 1989*, if Council makes an adjustment to the Council Plan, the Council must within 30 days of making the adjustment advise the Minister of the details of the adjustment to the Council Plan.

In accordance with Section 126 of the *Local Government Act 1989*, the Council Plan must be supported by a Strategic Resource Plan which

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includes the next four financial years of standard statements describing the required financial and non-financial resources to deliver both the activities and initiatives of Council.

Pursuant to Section 126, (3), (b) of the *Local Government Act 1989*, Council must adopt the Strategic Resource Plan no later than 30 June each year.

BACKGROUND

Council is required under Section 125 of the *Local Government Act 1989* to prepare a four year Council Plan, which must be reviewed annually. The purpose of the annual review is to ensure the Council Plan continues to reflect the aspirations and needs of the community.

The Council Plan 2013 – 2017 was adopted by Council on the 24 June 2013, setting out the strategic objectives of Council, strategies for achieving these objectives for the four year term of Council.

Council's review of the Council Plan 2013-2017 focused primarily on the response to the following two key questions:

- *Does the Council Plan require any adjustment in respect to the remaining period of the plan?*
- *If yes, what would you like changed?*

Councillor feedback provided during the review of the Council Plan has primarily resulted in the identification of specific Annual Actions being included within the draft Annual Budget and Action Plan which was presented to Council during the 14 April 2014 Issues & Discussion session.

It is noted that following the 2014 review of the Council Plan, there are no changes proposed to the four year Council Plan 2013-2017.

ISSUES

The Council Plan must be accompanied by a four year Strategic Resource Plan. During Council's preparation of a draft Annual Budget, the Strategic Resource Plan has been amended to reflect the directions and commitments identified by the draft Annual Budget.

The revised Strategic Resource Plan will be publicly exhibited alongside the Annual Budget and subsequently submitted to the Minister for Local Government.

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 Council Plan and Strategic Resource Plan must be submitted to the Minister by 30 June 2013. Where a Council fails to submit a Council Plan to the Minister within the time allowed, details of the failure are published

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in the annual report of the Department. Failing to comply with the provisions of the Act is considered a significant risk.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

An internal consultation process was undertaken with Councillors providing feedback via email and participating in discussion at the Issues and Discussion sessions held 24 March 2014 and the 14 April 2014.

Details of Community Consultation / Results of Engagement:

Given there is no changes proposed to the Council Plan 2013-2017, Council is not required to re-exhibit it's Council Plan.

OPTIONS

Council have the followings options;

1. Council may choose to endorse the Council Plan in its current format and notify the Minister accordingly.
2. Alternatively Council may adopt the Council Plan 2013 – 2017 with changes.

It is noted that if a change is made to the Council Plan, this change must first be publicly exhibited prior to submitting to the Minister for Local Government.

CONCLUSION

The Council Plan 2013-2017 provides Latrobe City Council with a four year strategic direction in accordance with Section 125 of the *Local Government Act 1989*.

Following the 2014 review of the Council Plan, there are no changes proposed to the four year Council Plan 2013-2017.

The Council Plan will be supported by a revised Strategic Resources Plan, Annual Budget and Action Plan detailing the specific projects and Major Initiatives to be delivered during the 2014/2015 financial year.

Attachments
Nil

RECOMMENDATION

That Council note the completion of the annual review of the Council Plan 2013-2017.

That Council advise the Minister for Local Government of the completion of the 2014 review of the Latrobe City Council Plan 2013-2017.

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Moved: Cr Gibbons
Seconded: Cr White

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

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 18.1 *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 18.2 *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 ASSEMBLY OF COUNCILLORS

Agenda item 18.3 *Assembly of Councillors* 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 EAST WEST LINK FOR TRARALGON

Agenda item 18.4 *East West Link for Traralgon* 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)

**18.5 MOE RAIL PRECINCT REVITALISATION PROJECT, STAGE 1 -
CHANGES TO TENDER EVALUATION CRITERIA AND
WEIGHTINGS**

Agenda item 18.5 *MOE RAIL PRECINCT REVITALISATION PROJECT, STAGE 1 - CHANGES TO TENDER EVALUATION CRITERIA AND WEIGHTINGS* is designated as confidential as it relates to contractual matters (s89 2d)

**18.6 LCC-164 HYLAND HIGHWAY LANDFILL - CONSTRUCTION OF
LANDFILL CAP - CELLS 1 & 2**

Agenda item 18.6 *LCC-164 HYLAND HIGHWAY LANDFILL - CONSTRUCTION OF LANDFILL CAP - CELLS 1 & 2* is designated as confidential as it relates to contractual matters (s89 2d)

18.7 SISTER CITIES DELEGATION

Agenda item 0.0 *Sister Cities Delegation* is designated as confidential as it relates to proposed developments (s89 2e)

Moved: Cr Rossiter

Seconded: Cr Gibbons

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

The Meeting closed to the public at 9.13 PM.

The Meeting was adjourned at 9.13 PM for a tea break.

The Meeting recommenced at 9.19 PM.