



LATROBE CITY COUNCIL

**AGENDA FOR THE
ORDINARY COUNCIL**

**TO BE HELD IN NAMBUR WARIGA MEETING ROOM
CORPORATE HEADQUARTERS, MORWELL
AT 5.30PM ON
02 DECEMBER 2013**

CM426



Latrobe Community **Vision**

"In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership."

Council **Mission**

Latrobe City continues to implement the values, corporate directions and partnerships necessary to bring reality to the Latrobe's 2026 community vision for a liveable and sustainable region with collaborative and inclusive community leadership.

Council **Values**

Latrobe City Council's values describe how it is committed to achieving the Latrobe 2026 community vision through:

- Providing responsive, sustainable and community focused services;
- Planning strategically and acting responsibly;
- Accountability, transparency and honesty;
- Listening to and working with the community; and
- Respect, fairness and equity.

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Our Father in Heaven, hallowed be your Name, your kingdom come, your will be done on earth as in Heaven. Give us today our daily bread. Forgive us our sins as we forgive those who sin against us. Save us from the time of trial and deliver us from evil. For the kingdom, the power, and the glory are yours now and forever.

2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND

We respectfully acknowledge that we are meeting here today on the traditional land of the Braiakaulung people of the Gunnai/Kūrnai Clan and pay our respect to their past and present elders

3. APOLOGIES AND LEAVE OF ABSENCE**4. DECLARATION OF CONFLICT OF INTEREST****5. ADOPTION OF MINUTES****RECOMMENDATION**

That the minutes of the Ordinary Council Meeting meeting held on 6 November 2013 and 18 November 2013 be confirmed.

That the minutes of the Statutory Council Meeting held on 11 November 2013 be confirmed.

6. PUBLIC QUESTION TIME

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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	That having considered all submissions received in respect to the Stage 2 Key Directions Report September 2011, Council resolves the following: 1. To defer the endorsement of the Stage 2 Key Directions Report September 2011 until: (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 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 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 Recreational, Culture & Community Infrastructure

**ORDINARY COUNCIL MEETING AGENDA
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Council Meeting Date	Item	Status	Responsible Officer
3/12/12	Public Highway Declaration – Verey Lane, Morwell	<ol style="list-style-type: none"> 1. That Council write to Jammatt Pty Ltd and Nestlan Pty Ltd requesting that they remove all obstructions from the road reserve contained in Certificate of Title Volume 9732 Folio 422, being part of Verey Lane, Morwell, pursuant to Schedule 11, Clause 5 of the <i>Local Government Act</i> 1989. 2. That Council approach Jammatt Pty Ltd and Nestlan Pty Ltd regarding the possible transfer of the road reserve contained in Certificate of Title Volume 9732 Folio 422, being the road created on LP 33695, being part of Verey Lane, Morwell. 3. That Council obtain an independent valuation of the road reserve contained in Certificate of Title Volume 9732 Folio 422, being the road created on LP 33695, owned by Jammatt Pty Ltd and Nestlan Pty Ltd as a basis for negotiations. 4. That Council seek agreement from the owners of the properties at 24-28 Buckley Street, Morwell, to contribute towards the costs of acquiring the road reserve contained in Certificate of Title Volume 9732 Folio 422, being the road created on LP 33695, from Jammatt Pty Ltd and Nestlan Pty Ltd. 5. That Council write to Simon Parsons & Co. requesting that the temporary access to 24-28 Buckley Street, Morwell, be extended past 31 December 2012. 6. That a further report be presented to Council detailing the outcomes of discussions with Jammatt Pty Ltd and Nestlan Pty Ltd and the owners of the properties at 24-28 Buckley Street, Morwell. 	General Manager Governance

**ORDINARY COUNCIL MEETING AGENDA
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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. 	General Manager Recreation, Culture & 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. 	General Manager Recreation, Culture & 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 Recreation, Culture & Community Infrastructure
6/05/13	Latrobe City International Relations Advisory Committee - Motion Re: Monash University	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.	General Manager Recreation, Culture & Community Infrastructure

**ORDINARY COUNCIL MEETING AGENDA
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Council Meeting Date	Item	Status	Responsible Officer
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
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. 	General Manager Recreation, Culture & Community Infrastructure
05/08/13	Traralgon to Morwell Shared Pathway Feasibility Study-Issues and Opportunities Report	That a further report be presented to Council following the completion of the consultation period.	General Manager Recreation, Culture & Community Infrastructure
16/09/13	2013/20 - Notice Of Motion - Adam View Court, Tanjil South	That a report be provided to Council on options available for the mitigation of flooding at 25 Adam View Court, Tanjil South.	General Manager Recreation, Culture & Community Infrastructure

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Council Meeting Date	Item	Status	Responsible Officer
16/09/13	14.2 Proposed Removal Of Pedestrian Shelters Located At The Entrance To Hammersmith Circuit Traralgon	<p>1. That Council undertake consultation with all Strand Estate Residents seeking their opinion on the proposed removal of the shelters.</p> <p>2. That a further report be presented to Council detailing the findings of the consultation with estate residents.</p>	General Manager Recreation, Culture & Community Infrastructure
16/09/13	14.3 Hazelwood Pondage Waterway And Caravan Park Lease	<p>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:</p> <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 <p>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.</p> <p>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>	General Manager Recreation, Culture & Community Infrastructure
21/10/13	Review of Asset Management Policy and Asset Management Strategy	<p>1. That Council adopts the revised Asset Management Policy 13 POL-4; and</p> <p>2. That Council approves the release of the draft Asset Management Strategy 2014-2018 for community consultation for a period of five (5) weeks from Tuesday, 22 October 2013 – Friday 29 November 2013; and</p> <p>3. That a further report be presented to Council at the first Ordinary Meeting in 2014 on the Asset Management Strategy to consider all submissions received.</p>	General Manager Recreation, Culture & Community Infrastructure

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Council Meeting Date	Item	Status	Responsible Officer
6/11/13	Latrobe Regional Motorsport Complex	<ol style="list-style-type: none"> 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. 2. That Council officers meet with Energy Australia to discuss other possible sites for a motorsports complex on their land. 3. That a further report be presented to Council at such time that site options have been investigated. 	General Manager Recreation, Culture & Community Infrastructure
6/11/13	Consideration of Adoption of the Traralgon Growth Areas Review (TGAR) and Planning Scheme Amendments Authorisation Request	That consideration of the Traralgon Growth Area Review be deferred pending appropriate community consultation.	General Manager Governance
18/11/13	2013/26 – Notice Of Motion Car Parking At Traralgon, Morwell And Moe Train Stations	<ol style="list-style-type: none"> 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 2. That the response be tabled at an Ordinary Council meeting 	General Mangers Governance

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Council Meeting Date	Item	Status	Responsible Officer
18/11/13	Review Of Local Law No.1	<ol style="list-style-type: none"> 1. That Council, pursuant to sections 119 and 223 of the Local Government Act 1989, gives notice in the Government Gazette and a public notice placed in the Latrobe Valley Express of its intention to consider amending Local Law No.1 (09 LLW-3) and invited written submissions in regards to the draft Local Law No.1 [13 LLW-1]; 2. That Council, in accordance with section 223 of the Local Government Act 1989, considers any submissions received in relation to the draft Local Law No.1 at Ordinary Council Meeting to be held on 3 February 2014. 3. That Council considers adoption of the draft Local Law No.1 at the Ordinary Council Meeting to be held on 17 February 2014. 4. NOTE – amendment 'order of business include the CEO and Mayor' (division 3 section 23), also include 9.4 – previously removed 	General Mangers Governance

NOTICES OF MOTION

8. NOTICES OF MOTION

**8.1 2013/30- NOTICE OF MOTION- PROPOSAL TO CUT EXISTING
MAIL SERVICES IN REGIONAL VICTORIA**

Cr Peter Gibbons

- 1. That Latrobe City Council expresses its deepest concerns on the downgrading of mail services to the regional areas of Victoria in particular Latrobe City area.**
- 2. The council see this decision as a backwards step and again citizens in regional areas getting less service than our city cousins.**
- 3. We call on the Australian Government, Australia Post and our Federal Reps, Broadbent and Chester, to reverse this silly decision.**
- 4. That council endorses the signing of petition on this issue being distributed throughout the Latrobe City community.**
- 5. The Mayor write to the above parties and also notify MAV for endorsement by all regional and rural councils.**

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

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

9.1 PROPOSED ROAD DISCONTINUANCE - LIDDIARD ROAD, TRARALGON

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is for Council to further consider the proposed discontinuance of part of Liddiard Road, 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 - 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: affordable and sustainable facilities, services and recreation

Theme 3: Efficient, effective and accountable governance

Theme 4: Advocacy for and consultation with our community

Strategic Direction

Ensure Latrobe City Council infrastructure and assets are maintained and managed sustainably.

Legislation

Local Government Act 1989

Section 206 and Schedule 10 Clause 3 of the *Local Government Act 1989* gives Council the power to discontinue roads:

“A Council may, in addition to any power given to it by Sections 43 and 44 of the *Planning and Environment Act 1987*-

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- (i) discontinue a road, or part of a road, by a notice in the Victoria Government Gazette; and
- (ii) sell the land from that road (if it is not Crown Land), transfer the land to the Crown or itself or retain the land.”

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

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

BACKGROUND

The Traralgon Transfer Station is located on Crown land, being Crown Allotments 4D2 and 4D3, Section A in the Parish of Loy Yang, as shown on the attached plan. (Attachment One)

This land, with an area of 11.79 hectares, is currently occupied by Council under an annual licence agreement pursuant to Section 138 of the *Land Act* 1958 that commenced on 1 October 1999.

Prior to this date the land was used as a landfill site for at least forty years

Given the history of the site it is difficult to ascertain when part of the road reserve was incorporated into the facility however it is believed that, as the road was never constructed, the fencing was put in place to restrict access to the area surrounding the landfill / transfer station.

In August 2012, following a significant upgrade to the transfer station, Council made application to the Department of Environment and Primary Industries (DEPI) for a long-term lease agreement over the land occupied by the transfer station with the balance of the land remaining under the existing licence agreement.

As part of the assessment process the Office of the Surveyor General Victoria (SGV) inspected the site and undertook a survey to re-establish the boundaries of the crown allotments. During this process it was identified that part of the transfer station has been constructed on the road reserve. (Attachment Two)

The DEPI have therefore requested that Council undertake the statutory process to discontinue this section of the road reserve pursuant to Schedule 10, Clause 3 of the *Local Government Act* 1989. Once this has been done the land will vest in the Crown and can be incorporated into the proposed lease agreement.

ISSUES

The DEPI are unable to progress the lease of land to Council until the section of the road reserve on which part of the Traralgon Transfer Station is located has been formally discontinued.

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It will therefore be necessary for Council to undertake the discontinuance of the road reserve pursuant to the *Local Government Act* 1989. Once this has been undertaken the land from the road reserve can be incorporated into the lease agreement that is being prepared.

The southernmost section of Liddiard Road is only used for access to the transfer station and the proposed discontinuance of this section of the road reserve will not have an adverse impact on access to any other properties.

If the proposed discontinuance is not undertaken it will be necessary for any infrastructure that has been placed in the road reserve to be relocated within the boundaries of the adjoining Crown land. This would incur a significant cost and require the transfer station to be closed while such works are 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.

As this is a statutory process with the aim of facilitating the lease of the land to Council there is unlikely to be any associated risks with the proposed discontinuance of the road reserve.

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 discontinue the road, an order published in the Victoria Government Gazette.

INTERNAL/EXTERNAL CONSULTATION*Engagement Method Proposed:*

Public comment on the proposed road discontinuance was sought via the following methods:

- Public notices placed in the Latrobe Valley Express on Monday 28 and Thursday 31 October 2013.
- Notice placed on-site
- Notices displayed at the Traralgon Service Centre and Corporate Headquarters
- Details placed on the Latrobe City Council website

Details of Community Consultation / Results of Engagement:

In response to the above public notices one telephone enquiry was received regarding the proposed road discontinuance however no formal submissions were received.

All land surrounding the Traralgon Transfer Station is owned by Loy Yang Power Ltd who have no objection to the proposed road discontinuance.

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Council may now resolve to either:

- Resolve to discontinue part of Liddiard Road adjoining the Traralgon Transfer Station pursuant to Section 206 and Schedule 10 Clause 3 of the *Local Government Act 1989*.
- Resolve not to discontinue part of Liddiard Road adjoining the Traralgon Transfer Station. This would require the relocation of the structures on the land to remove the encroachment from the road reserve.

CONCLUSION

The discontinuance of the section of Liddiard Road, Traralgon, adjoining the Traralgon Transfer Station is necessary to enable Council to finalise a lease agreement with the Department of Environment and Primary Industries for the facility.

Having given public notice inviting comment on the proposal it would now be appropriate for Council to formally discontinue this section of Liddiard Road pursuant to Section 206 and Schedule 10 Clause 3 of the *Local Government Act 1989*.

Attachments

1. Attachment One: Traralgon Transfer Station - Crown Allotments 4D2 and 4D3, Section A, Parish of Loy Yang (DSE Licence No. 1505345)
2. Attachment Two: Plan prepared by the Office of the Surveyor General showing extent of enroachment onto Liddiard Road.

RECOMMENDATION

1. **That Council, having given public notice and invited submissions in accordance with Section 223 of the Local Government Act 1989, forms the opinion that part of Liddiard Road, Traralgon, adjoining the Traralgon Transfer Station is not reasonably required for public use and resolves to discontinue the road pursuant to Section 206 and Schedule 10 Clause 3 of the Local Government Act 1989.**
2. **That a notice be placed in the Victoria Government Gazette formally discontinuing part of Liddiard Road, Traralgon, adjoining the Traralgon Transfer Station.**

9.1

PROPOSED ROAD DISCONTINUANCE - LIDDIARD ROAD, TRARALGON

- 1 Attachment One: Traralgon Transfer Station – Crown Allotments 4D2 and 4D3, Section A, Parish of Loy Yang (DSE Licence No. 1505345)..... 21**
- 2 Attachment Two: Plan prepared by the Office of the Surveyor General showing extent of encroachment onto Liddiard Road. 23**





PLAN OF SURVEY

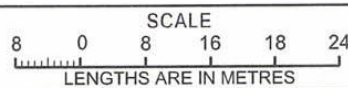
TRANSFER STATION
LATROBE SHIRE COUNCIL
1 LIDDIARD ROAD, LOY YANG

ROBERT C. LUNDGREN
LICENSED SURVEYOR

DATE

OFFICE OF
SURVEYOR-GENERAL VICTORIA

DEPARTMENT OF ENVIRONMENT
AND PRIMARY INDUSTRIES



ORIGINAL
SCALE SHEET SIZE
1:800 A4

SHEET 1 OF 1

Plan No. LY/05.06.13

**9.2 LATROBE CITY MUNICIPAL PUBLIC HEALTH AND WELLBEING
PLAN 2013-2017****General Manager****Community Liveability****For Decision****PURPOSE**

The purpose of this report is to present the Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 for Council consideration, along with the results of the community engagement in relation to the draft plan.

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 Objective - 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.

Strategic Objective - Our Community

In 2026, Latrobe Valley is one of the most liveable regions in Victoria, known for its high quality health, education and community services, supporting communities that are safe, connected and proud.

Strategic Objective – Culture

In 2026, Latrobe Valley celebrates the diversity of heritage and cultures that shape our community, with activities and facilities that support the cultural vitality of the region.

Strategic Objective – Recreation

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

Strategic Objective - Advocacy and Partnerships

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In 2026, Latrobe Valley is supported by diversity of Government, agency, industry and community leaders, committed to working together to advocate for and deliver sustainable local outcomes.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 1: Job Creation & Economic Sustainability

- *Actively pursue and support long term job security and the creation of new employment opportunities in Latrobe City*

Theme 2: Appropriate, Affordable & Sustainable Facilities, Services & Recreation

- *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*

Theme 3: Efficient, Effective & Accountable Governance

- *To achieve the highest standards of financial probity and meet all statutory obligations*

Theme 4: Advocacy for & Consultation with our Community

- *To advocate for and support cooperative relationships between business, industry and the 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*

Theme 5: Planning for the Future

- *To provide a well-planned, connected and liveable community*

BACKGROUND

Section 26 of the *Public Health and Wellbeing Act 2008* requires local government to prepare a Municipal Public Health and Wellbeing Plan (MPHWP) within 12 months of each general election of the council. The MPHWP is a strategic plan that sits alongside and integrates with a number of key council documents including the:

- Council Plan, and
- Council Land Use Plan required by the Municipal Strategic Statement (MSS)

The Act also requires that the MPHWP:

- Has regard to the Victorian Public Health and Wellbeing Plan, and
- Is reviewed annually (*Public Health and Wellbeing Act 2008 (Vic)*, s.26)

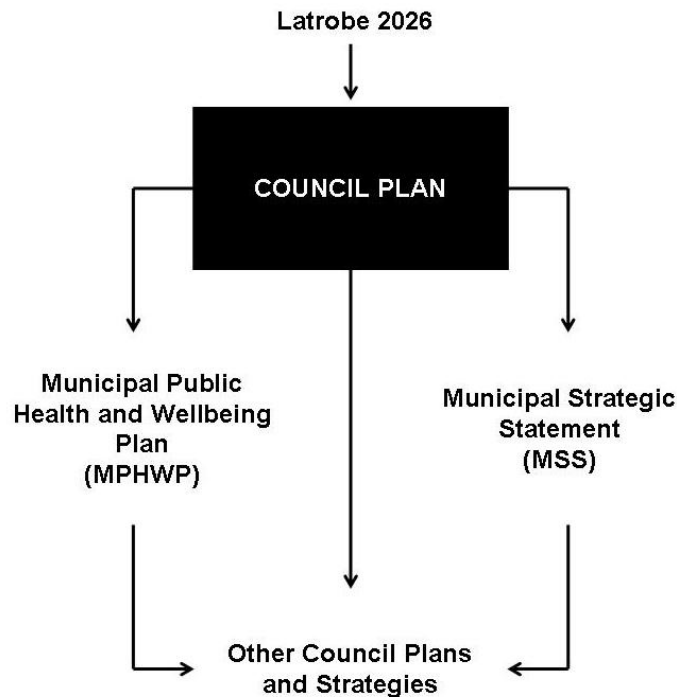


Figure 1. Council Planning Hierarchy

The Act also makes explicit the requirements a MPHWP must address, including:

- An examination of data about the health status and health determinants in the municipality
- Identification of goals and strategies based on available evidence for creating a local community in which people can have maximum health and wellbeing
- Providing for the involvement of people in the local community in the development, implementation and evaluation of the public health and wellbeing plan, and
- Identification of how council will work in partnership with the Department of health and other agencies undertaking public health initiatives, projects and programs to accomplish the goals and strategies identified in the MPHWP (*Public Health and Wellbeing Act 2008 (Vic)*, s.26)

A number of benefits can be derived from Council adopting a MPHWP.

Benefits for Latrobe City include:

- achievement of the Victorian legislative requirements;

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- opportunity to develop an integrated multi-sector approach to health and wellbeing planning within the municipality;
- increased awareness of local government and the role it plays in supporting the health and wellbeing of the community;
- facilitation of a healthy and sustainable community vision;
- development of a current evidence-based health profile for the local population within the municipality;
- identification of key municipal public health priorities to be addressed and identification of the evidence-based programs and strategies required to address the priority areas;
- increased participation of the community in relation to identifying and addressing the health priorities and issues for the municipality, and
- facilitation, development and/or strengthening of collaborations and partnerships with key stakeholders across the municipality.

The Latrobe City MPHWP 2013-2017 will be the key health and wellbeing strategic planning document for the municipality. It will provide an evidence-based approach to preventive health and health promotion activities within Latrobe City.

A Project Board and Project Assurance Group were established in accordance with the project governance policy. The groups have been meeting regularly since April 2013.

A Project Reference Group was established comprising of key community organisations, health services and Government departments. This group was formed as a working group of Council's Social Planning for Wellbeing Committee and is chaired by Councillor Sandy Kam. The Project Reference Group has been meeting regularly since April 2013.

The Project Reference Group will cease once the plan is adopted by Council and a Review and Evaluation Plan for the MPHWP is finalised. Upon completion of these two activities a report will be completed and provided to the Social Planning for Wellbeing Committee. This committee may need to consider its Terms of Reference to allow for the oversight of the MPHWP during the life of the Plan.

A research process was undertaken to determine the health and wellbeing priorities for Latrobe City. This included:

- a review of demographic and health information using Central West Gippsland Primary Care Partnerships Catchment Health and Wellbeing Profile, September 2012
- Research using Profile i.d.
- Consideration of best practice global initiatives/programs addressing health and wellbeing
- Relevant Federal and State policies, health priorities and frameworks
- Mapping of Latrobe City Council Business Plans
- Review of the former Latrobe City Health and Wellbeing Plan

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A range of engagement activities were undertaken from February 2013 to May 2013 to inform the development of a draft Latrobe City Municipal Public Health and Wellbeing Plan. Table 1 provides all engagement activities undertaken during the consultation period.

Table 1. Engagement activities undertaken

Activity	Stakeholder	Date	Venue
Council Team Workshop	LCC - City Planning Team	Tuesday 26 February 2013	Meeting Room, Morwell Leisure Centre
Council Team Workshop	Community Liveability Meeting	Monday 4 March	Nambur Wariga Room, Latrobe City Council
Council Team Workshop	Recreation Culture and Community Infrastructure	Thursday 20 March 2013	Meeting Room 3 Latrobe City Council
Community Group Workshop	Traralgon South & District Township Association	Tuesday 2 April 2013	Traralgon South District Hall
Stakeholder Workshop	Braiakaulung Advisory Committee	Wednesday 3 April 2013	Meeting Room, Latrobe Regional Gallery
Stakeholder Workshop	Latrobe Neighbourhood Alliance	Thursday 4 April 2013	DHS Morwell
Community Group Workshop	Toongabbie Township Planning and Development Group	Monday 8 April 2013	Toongabbie Recreation Reserve Room
Council Team Workshop	LCC – Governance Management Team	Monday 8 April 2013	Meeting Room 6, Latrobe City Council
Stakeholder Workshop	Traralgon and District Liquor Accord	Tuesday 9 April 2013	Grand Junction Hotel
Community Group Workshop	Tyers & District Community Association	Tuesday 9 April 2013	CFA Hall, Tyers
Community Group Workshop	Yallourn North Action Group	Tuesday 9 April 2013	Monash Hall
Council Team Workshop	Manager Child and Family Services	Wednesday 10 April 2013	Meeting Room 3, Latrobe City Council
Council Team Workshop	Manager Community Development	Tuesday 11 April 2013	Meeting Room 3 Latrobe City Council
Council Team Workshop	Economic Sustainability	Thursday 11 April 2013	Meeting Room 1 Latrobe City Council
Council Team Workshop	Senior Environmental Health Officer	Thursday 11 April 2013	Café Tables Latrobe City Council
Stakeholder Workshop	Emergency Relief Network Latrobe City	Thursday 11 April 2013	Meeting Room, Latrobe Regional Gallery
Council Team Workshop	Manager Community Health and Wellbeing	Thursday 11 April 2013	Meeting Room 3 Latrobe City

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			Council
Community Group Workshop	Boolarra Community Development Group	Thursday 11 April 2013	Boolarra Hall
Council Team Workshop	Coordinator Community Strengthening	Friday 12 April 2013	Meeting Room 3 Latrobe City Council
Stakeholder Workshop	Disability Reference Group Meeting	Tuesday 16 April 2013	Meeting Room, Latrobe Regional Gallery
Council Team Workshop	Coordinator Health Services	Wednesday 17 April 2013	Meeting Room 3 Latrobe City Council
Township workshop	Traralgon South Community Consultation	Monday 22 April 2013	Traralgon South Community Hall
Township Workshop	Glengarry Community Consultation	Monday 22 April 2013	Glengarry Hall
Township Workshop	Yallourn North Community Consultation	Tuesday 23 April 2013	Yallourn North Bowling Club
Township Workshop	Morwell Community Consultation	Tuesday 23 April 2013	Nambur Wariga Room, Latrobe City Council
Township Workshop	Toongabbie Community Consultation	Wednesday 24 April 2013	Toongabbie Mechanics Hall
Councillor Consultation	Councillor Consultation Workshop	Wednesday 24 April 2013	Nambur Wariga Room, Latrobe City Council
Stakeholder Workshop	Churchill & District Community Association	Wednesday 24 April 2013	Studio 1, Churchill Hub
Community Group Consultation	Churchill and District Community Association	Wednesday 24 April 2013	Community Hub Studio 1, Churchill
Township Workshop	Moe / Newborough Consultation	Monday 29 April 2013	Moe Town Hall
Township Workshop	Tyers Consultation	Tuesday 30 April 2013	Tyers Hall
Township Workshop	Boolarra Consultation	Tuesday 30 April 2013	Boolarra Memorial Hall
Township Workshop	Traralgon Community Consultation	Wednesday 1 May 2013	MacFarlane Burnett Room, Latrobe City Council, Traralgon
Stakeholder Consultation	Latrobe Youth Network Meeting	Thursday 2 May 2013	MacFarlane Burnett Room, Latrobe City Council
Township Workshop	Yinnar Community Consultation	Thursday 2 May 2013	Switch Room ARC
Township Workshop	Churchill Community Consultation	Thursday 2 May 2013	Churchill Town Hall
Stakeholder Consultation	Koorie Elders PAG	Friday 3 May 2013	Queens Parade Traralgon
Open Day Listening	Anglicare, Department of	Monday 6	MacFarlane

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Post	Education Early Childhood Development, Latrobe Community Health Service, Department of Health, GippSport, Central West Gippsland Primary Care Partnership all attended	May 2013	Burnett Room, Latrobe City Council
Community Group Consultation	Moe Heights Residents Group	Monday 13 May 2013	Moe Neighbourhood House
Stakeholder Consultation	South West Central Gippsland Justice Reference Group	Wednesday 15 May 2013	Department of Justice, Morwell
Stakeholder Consultation	Gippsland Medicare Locals	Monday 20 May 2013	Kirk St, Moe
Stakeholder Consultation	Latrobe Youth Council	Tuesday 21 May 2013	Meeting Room 4, Latrobe City Council

Structured workshops and semi- structured interviews were held over a nine week period from the end of March to the end of May 2013 and involved 45 consultations with over 230 participants in total, including:

- 22 community consultations available to all townships with 120 participants
- 10 external stakeholder consultations with 50 participants
- 13 internal stakeholder consultations with 62 participants

The consultations incorporated the presentation of health and wellbeing data relevant to the population of Latrobe City and taken from the MPHWP Profile. In all of the consultations, participants were asked three questions:

1. What does Health and Wellbeing mean to you?
2. What is working well?
3. What could we do differently?

Based on the research and consultation process, six Strategic Directions were identified and are listed below. These six Strategic Directions reflect the Community Vision within Latrobe 2026 and align with the Council Plan 2013-2017, as indicated in Table 2 below.

Being Active
Eating Well
Protecting Our Health
Staying Connected
Feeling Safe
Skills For Healthy Communities

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Table 2. MPHWP (Draft) Strategic Directions aligned to Council Plan Themes and Objectives

Municipal Public Health and Wellbeing Plan Strategic Directions	Related Council Plan Themes	Council Plan Objectives
Being Active	Appropriate, Affordable & Sustainable Facilities, Services & Recreation	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
	Planning for the Future	To provide a well planned, connected and liveable community.
Eating Well	Appropriate, Affordable & Sustainable Facilities, Services & Recreation	To promote and support a healthy, active and connected community.
Protecting Our Health	Appropriate, Affordable & Sustainable Facilities, Services & Recreation	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.
	Efficient, Effective & Accountable Governance	To achieve the highest standards of financial probity and meet all statutory obligations.
Staying Connected	Appropriate, Affordable & Sustainable Facilities, Services & Recreation	To promote and support a healthy, active and connected community.
	Advocacy For & Consultation with Our 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.
	Planning for the Future	To provide a well-planned, connected and liveable community.

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At the Ordinary Council Meeting held Monday, 7 October 2013, Council resolved the following:

1. *That Council releases the draft Municipal Public Health and Wellbeing Plan 2013-2017 for public comment.*
2. *That a copy of the draft Municipal Public Health and Wellbeing Plan 2013-2017 be forwarded to all relevant stakeholders; be made available for viewing at Council Service Centres, Libraries and on Council's website; and public notices placed in the Council Noticeboard inviting community comment.*
3. *That written submissions in relation to the draft Municipal Public Health and Wellbeing Plan 2013-2017 be received until 5 PM on Tuesday, 5 November 2013.*
4. *That following the community consultation process a further report is presented to Council detailing all submissions received and presenting a Municipal Public Health and Wellbeing Plan 2013-2017 for consideration.*

Following this resolution by Council the draft MPHWP was released for community comment between Tuesday 8 October and Tuesday 5 November 2013.

ISSUES

A range of communication methods were used to promote the Community Comment period. The 'Have Your Say' page on Latrobe City Councils website was used as the primary means for the community to access copies of the MPHWP and the MPHWP Profile. Copies were also available to access at all Latrobe City Council Service Centres and Libraries.

Comment could be provided by completing a feedback form, uploading comments through the Latrobe City Council website, emailing or posting.

The feedback form asked four questions:

1. Do you think the draft Latrobe City Municipal Public Health and Wellbeing Plan (MPHWP) 2013–2017 sets the right strategic directions to improve the community's health and wellbeing?
2. Do you agree with the objectives in the MPHWP?
3. Do you support how we plan to partner with other organisations to improve the community's health and wellbeing?
4. Do you have any further comments about the draft MPHWP?

Community members and organisational representatives who contributed to the consultation process were sent an email or letter advising them that the community comment period had commenced. One hundred and fourteen emails and 17 letters were sent in total. The other contributors in the consultation were Latrobe City Council staff, and notification was made to them through Council's Intranet and staff newsletter.

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A media release was sent to The Latrobe Valley Express. Advertisements were placed in the Community Noticeboard section of the Express and appeared in the 10 October and 14 October editions.

At the close of the community comment period, three formal submissions were received. Two were from individual community members and one submission was received from an organisation. Correspondence was also received which questioned the legality of Local Government. The detail has not been included in the report, as it does not relate specifically to the Municipal Public Health and Wellbeing Plan.

There were no comments received on the six MPHWP Strategic Directions and associated Objectives, demonstrating acceptance of the overall strategic intent of the Plan. The three submissions received focussed on potential actions which could be undertaken by Latrobe City Council and its partners. These will be considered in the development of action plans.

The submissions have been summarised and are presented in the following table, with full copies presented as Attachments.

Table 3. Summary of submissions received.

Stakeholder	Issues Raised	Officer Response
Mr Bruce Stephenson	Walker Park in Churchill should be acquired by Council for increased participation in physical activity, recreation and leisure	Latrobe City is in discussion with the Director of Housing concerning a possible transfer of this land.
	Need safe cycling and footpath links from Morwell to Churchill and Traralgon	The need for and identification of suitable routes for pedestrians and cyclists in Latrobe City will be undertaken as part of the Latrobe City Tracks, Trails and Pathways Strategy scheduled to commence in July 2014.
	Smoking should be prohibited outside supermarket entrances and all outdoor dining areas	Latrobe City supports and advocates for a state-wide approach on these issues and also supports the recent changes to the Tobacco Act 1987 regarding children's events/playgrounds and swimming pools.

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	Recognition of the Neighbourhood Watch program should be given in the plan	The Neighbourhood Watch program partners with Victoria Police and Victoria Police are a partner in the MPHWP. Latrobe City also provides in kind support to several Neighbourhood Watch programs across Latrobe City. Future MPHWP annual action plans will consider the Neighbourhood Watch program in the development of strategy's and actions.
	Ramahyuck District Aboriginal Corporation should be invited as partners in Protecting Our Health	Ramahyuck District Aboriginal Corporation has been invited to partner in all strategic directions and has been involved in the development of the MPHWP.
	The Be Active statistical comment ' <i>40.8% which is similar to 50.7%</i> ' is a misleading statement when compared with other figures in the draft.	Noted. The wording in the Plan has been amended to ' <i>40.8% which is lower than 50.7%</i> '.
Mr Pat and Mrs Nancy McAllister	Exercise stations should be installed at recreation areas across Latrobe.	Latrobe City Council manages a wide range of public spaces in the municipality. The installation of additional exercise equipment in recreation areas in Latrobe City is based upon the hierarchy of open space and its level of use. Upgrades to current facilities will be identified in the review of the Latrobe City Playground Strategy, scheduled to commence in July 2014.

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Australian Drug Foundation (ADF) – Rod Glenn-Smith Julie Rae	ADF is pleased to see the MPHWP includes as one of its measures of success, an increase in the number of community sports clubs who participate and progress through the Good Sports Program.	Acknowledged
	ADF is keen to work with Latrobe City Council to identify the strategies that will assist in reducing alcohol consumption, harms caused from alcohol and other drugs.	Latrobe City Council welcomes and notes this offer to work with ADF to identify strategies for inclusion in the annual action plan process.
David Hollis	Questioned the legality of Local Government	Acknowledged with a response which included a fact sheet produced by the Victorian Government regarding the facts and myths around such matters.

The three submissions received have highlighted actions that could be considered in the development of future Latrobe City Council Annual Business Plans which will be influenced by the MPHWP. As there have been no comments received regarding the Strategic Directions and Objectives within the MPHWP it has been assumed that the community is supportive of the overarching strategic direction of the MPHWP.

There has been a minor change to the draft MPHWP which is identified in Table 3. The statistical quotation '*40.8% which is similar to 50.7%*' has been changed to '*40.8% which is lower than 50.7%*' has been changed on Page 24 of the draft MPHWP.

The MPHWP Reference Group reviewed the Measure of Success for the objective 'Minimise the harmful use of drugs', and have recommended a more appropriate Measure of Success Indicator. As a result, the Measure of Success for the objective 'Minimise the harmful use of drugs' is now 'A reduction in the number of illicit drug-related Emergency Department (ED) presentations'. The draft MPHWP has been changed to reflect this on Page 33.

The development of the MPHWP has been a positive process with a substantial level of engagement with the community and organisational stakeholders.

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.

There are not considered to be any risks associated with the development of this Plan.

Financial implications in the delivery of actions proposed in this Plan have been considered and can be incorporated within the annual recurrent budget process.

INTERNAL/EXTERNAL CONSULTATION*Engagement Method Used:*

The consultation undertaken to inform and develop the MPHWP was consistent with Latrobe City Council's Community Engagement Plan 2010-2014.

During the Community Comment period, copies of the draft Plan were made available at Council Service Centres and Libraries, copies were made available on Council's website and distributed via social media channels and submissions were invited through the Council Noticeboard.

Letters and emails were also sent to all who participated in the initial consultation to inform them and provide information on where they could obtain a copy of the draft Plan.

Details of Community Consultation / Results of Engagement:

Three written submissions were received and are attached for reference. A summary of submissions is included in the Issues section of this report.

OPTIONS

Council has the following options available:

1. Adopt the Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 acknowledging the submissions received as per the content of this report.
2. Amend and adopt the Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017.
3. Not adopt the Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 and seek further information.

CONCLUSION

The Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 has been prepared to meet Council's obligations under the Act and provides a clear strategic direction for improving the community's health and wellbeing.

The engagement process has enabled extensive involvement and input into the development of the MPHWP. The community comment period allowed time for further input from community members, stakeholders and partners on the draft MPHWP.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)****Attachments**

1. MPHWP Community Comment Feedback Form
2. Bruce Stephenson MPHWP Submission
3. Pat and Nancy McAllister MPHWP Submission
4. Australian Drug Foundation MPHWP Submission Part 1
5. Australian Drug Foundation MPHWP Submission Part 2
6. Australian Drug Foundation MPHWP Submission Part 3
7. David Hollis MPHWP Correspondence
8. Latrobe City MPHWP

RECOMMENDATIONS

1. That Council adopts the Latrobe City Municipal Public Health and Wellbeing Plan 2013-2017.
2. That a letter be forwarded to those persons who made written submissions to thank them for their consideration and notify them of Council's decision.

9.2

Latrobe City Municipal Public Health and Wellbeing Plan 2013-2017

1	MPHWP Community Comment Feedback Form	39
2	Bruce Stephenson MPHWP Submission	43
3	Pat and Nancy McAllister MPHWP Submission	75
4	Australian Drug Foundation MPHWP Submission Part 1	77
5	Australian Drug Foundation MPHWP Submission Part 2	81
6	Australian Drug Foundation MPHWP Submission Part 3	85
7	David Hollis MPHWP Correspondence	101
8	Latrobe City MPHWP	105

Background

The aim of the Latrobe City Municipal Public Health and Wellbeing Plan (MPHWP) 2013-2017 is to achieve maximum levels of health and wellbeing.

The MPHWP aims to keep well people well, and sets the strategic directions, objectives and strategies which will guide council, other organisations and local community activity to promote health and wellbeing in the community.

How Can You Be Involved?

We want to know if you think we are on the right track. You can provide comment in the following ways:

- Survey: By completing the brief survey questions on page 2
- Upload: Upload your comment through the Latrobe City Council website www.latrobe.vic.gov.au
- Email: Email your comments to david.lane@latrobe.vic.gov.au
- Post: Post your comments to:

David Lane
Acting Coordinator Healthy Communities
Latrobe City Council
PO Box 264
Morwell VIC 3840

Closing time for submissions on the draft MPHWP: 5.00 PM Tuesday 5 November 2013

Please enter your name and contact details

Mr Mrs Ms Miss

First _____ name/last _____ name

Street _____ address

Phone/mobile _____ Email

I am making a submission

- As an individual
- On behalf of an organisation

Name _____ of _____ organisation

Please note that your details will be listed on your submission, and your submission will be considered a public document unless specified otherwise by the submitter. Your personal information will be used by Council for no other purposes, other than in connection with this submission

Do you think the draft Latrobe City Municipal Public Health and Wellbeing Plan (MPHWP) 2013 – 2017 sets the right Strategic Directions to improve the community’s health and wellbeing?

Do you agree with the objectives in the MPHWP?

Do you support how we plan to partner with other organisations to improve the community’s health and wellbeing?

Do you have any further comments about the draft MPHWP?

INFORMATION MANAGEMENT

RECEIVED

24 OCT 2013

LATROBE CITY COUNCILR/O: **DLANE** Doc No: _____

Comments/Copies Circulated to:

Draft Municipal Public Health and Wellbeing Plan 2013 – 2017 Copy registered in DataWorks Invoice forwarded to account

The following are comments and suggestions from Bruce Stephenson, relevant to the above draft. 23/10/2013

- **Being active.** The Eel Hole Creek and Lake Hyland Park area are excellent public walk and open space areas. They should continue to be supported by the LCC and promoted throughout the area. Walker Park is a key location in the Churchill CBD area, is an excellent access area within the shopping precinct with footpaths and roads making it very accessible to the public and tourists. I find the comments attributed to the statistics **40.8% ... "which is similar" to 50.7%** to be a misleading statement especially when compared with other figures in the draft document. There is a need for safe cycling and footpath links from Morwell to Churchill and Traralgon. LCC should also actively support the Traralgon Harriers and other like running and cycling clubs. The LCC should acquire Walker Park (see copy of submission) and use it to further increase participation in physical activity, recreation and leisure.
- **Protecting our Health.** LCC Local Laws should prohibit all smoking at supermarket entrances regardless of who has freehold ownership of the building or land. All street shop doorways should display "please don't smoke at our entrance" signs. All outdoor dining areas should be smoke free, particularly adjacent to or on footpaths. With the Department of Human Services involvement in sending clients to the Latrobe area there is an urgent need for more trained staff to assist in counselling and support. The Ramahyuck District Aboriginal Corporation should be invited to be partners working towards Protecting our Health.
- **Staying Connected.** I am very surprised with the Latrobe community's **"significantly less" 41.4% compared to the State average 50.6%.** It would be interesting to know the ratio for the state figure compared to the LCC figure of 232 which is very low and maybe biased. Please also note the Drafts bias with comments relating to % comparisons to different issues. Relating to "planning for the future", I would like to

suggest that Council promote and support the Neighbourhood Watch Program within all towns in the LCC area. I believe there is an increase in adult anxiety and depression in the Churchill community; however that is hard to prove. "The Community reports high level of acceptance of diverse cultures"; that seems in conflict with "what the statistics say" page 24.

- **Feeling Safe. Re "what the statistics say" rate of family incidents 2461 per 100,000 compared to 910 per 100,000.** I question those figures; they are 2 ½ times greater. We have in the Latrobe City area a very active and valuable Neighbourhood Watch program. The LCC should include NHW in it's Objectives to measure future success.
- **Implementation.** Public health and well being involves more than just healthy eating, physical activity and reducing rates of smoking. Included should be things like excessive alcohol, care and consideration for the aged and folk with disabilities. E.g. the Churchill CBD has been and still is pretty well inaccessible to the elderly and disabled for access to all areas of the centre. Vehicles that take up half the footpath when parking restrict wheel chair access also.
- **Glossary.** I suggest the glossary, in future, should include Neighbourhood Watch and Lifeline.
- **International Safe Communities.** All residents should be invited and encouraged to be involved in this.
- **Who was involved? A profile of those involved in the consultations.** As a community we have nothing to be proud about with these figures. Only 232 participants from a 50,000 plus region. That is disgusting; Traralgon only 16 people, Churchill 4 Tyers 3 and Boolarra and Yinnar nil. Apathy is, no doubt, a huge community problem. The LCC must address ways and means of attracting higher participation in these draft consultations.



Bruce Stephenson
19 Walker Parade
Churchill 3842
Phone 51221335

1. VISION FOR PROPOSED PARK

1.1 Suggestions for the proposed park

Community amenity space whose functions and uses would include the following:-

1.1.1 Improving the image Churchill presents. *Achieve by developing an attractive feature park in the centre of the town, as a source of civic pride and to help make Churchill a more attractive place to live and to visit.*

1.1.2 Linking the residential and the commercial areas. *Achieve by developing a park that will encourage people to walk or cycle to the commercial area.*

1.1.3 Providing a safe passage for students. *Achieve by presenting a safe, attractive area to pass through when going to and from school. Involve these children in the setting up of the park.*

1.1.4 Developing community amenity areas.

1.1.4.1 Site for Community Events. *Achieve by providing suitable open space, a weatherproof power outlet, a source of drinking water, receptacles for rubbish, possibly a rotunda or small sound shell and a public toilet.*

1.1.4.2 Location for Civil Wedding Ceremonies. *Achieve by providing a wedding arbour and a suitable garden background for photos.*

1.1.5 Adding to the quality of life for Churchill residents.

1.1.5.1 Passive Recreation. *Achieve by providing, picnic tables, park benches, pergola, and a barbeque. Make the area attractive with gardens, lawns, a special feature like a fountain or memorial, shady trees, other trees, including some deciduous trees.*

1.1.5.2 Informal Activity Area. *Achieve by providing open area for playing games, flying a kite, chasing your kids or walking your dog. A small exercising station could be provided.*

1.1.5.3 Children's Recreation. *Achieve by maintaining and expanding the existing playground.*

1.1.5.4 Improving Safety and Well Being. *Achieve by provision of appropriate lighting, and adding a safety fence around the playground.*

1.1.5.5 Attracting native fauna. *Achieve by planting some appropriate trees along the buffer zone and in the park.*

1.2 Desirable Facilities

Selecting those items that are considered the most desirable.

- Trimming up and shaping current trees.
- Planting the basic trees. (*Native*)
- Providing park benches.
- Setting up an outlet for electrical power.
- Source of water for drinking
- Adding picnic tables
- Setting up pergola, BBQ and rubbish bins.
- Public toilet.

1.3 Series of developmental stages

1.3.1 First stage Time frame (Short term)

- Make basic planting of large shady trees.
- Provide some park benches.
- Trim and shape existing trees.
- Set up an outlet for electrical power.

1.3.2 Second stage Time frame (Intermediate)

- Begin a program of progressive tree planting.
- Set out and plant basic gardens.
- Provide a pergola, picnic tables, a BBQ and rubbish bins.
- Include source of water for drinking

1.3.3 Third stage Time frame (Long term)

- Add some appropriate lighting.
- Enlarge the playground.
- Construct a public toilet.
- Planting of lawns and gardens.
- Provision for watering.
- Setting up signage.
- Completing remaining items

PURPOSE OF PROPOSED PARK

Community Asset which would:-

- Provide a central feature of the town.
- Develop a sense of civic pride.
- Balance the concrete and asphalt town centre.
- Add to the quality of life for Churchill residents.
- Improve the image Churchill presents.
- Help make Churchill a pleasant place to live and to visit.
- Encourage more locals to walk to the shopping centre.

WHY CHOOSE THIS SITE

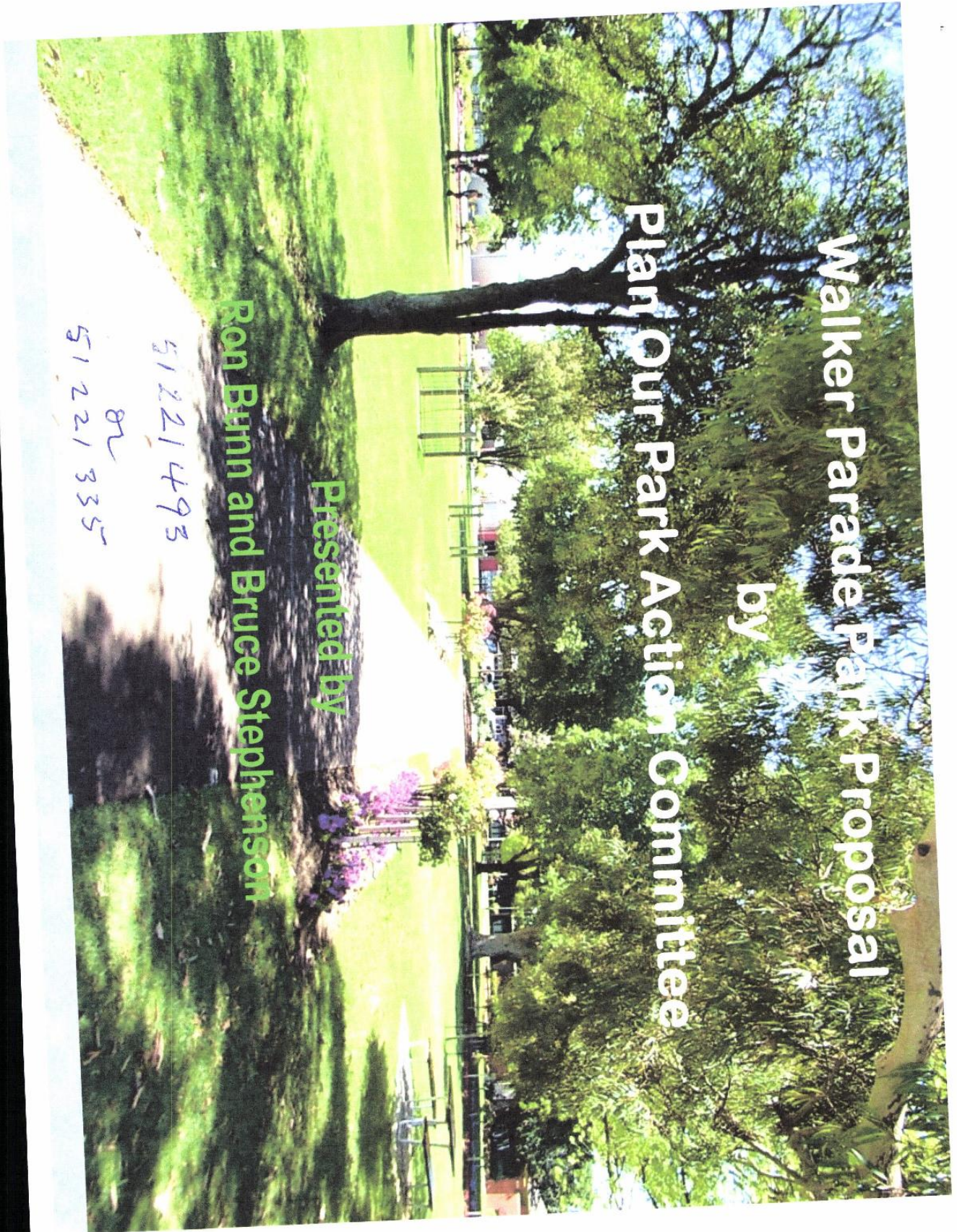
Walker Parade open space is:-

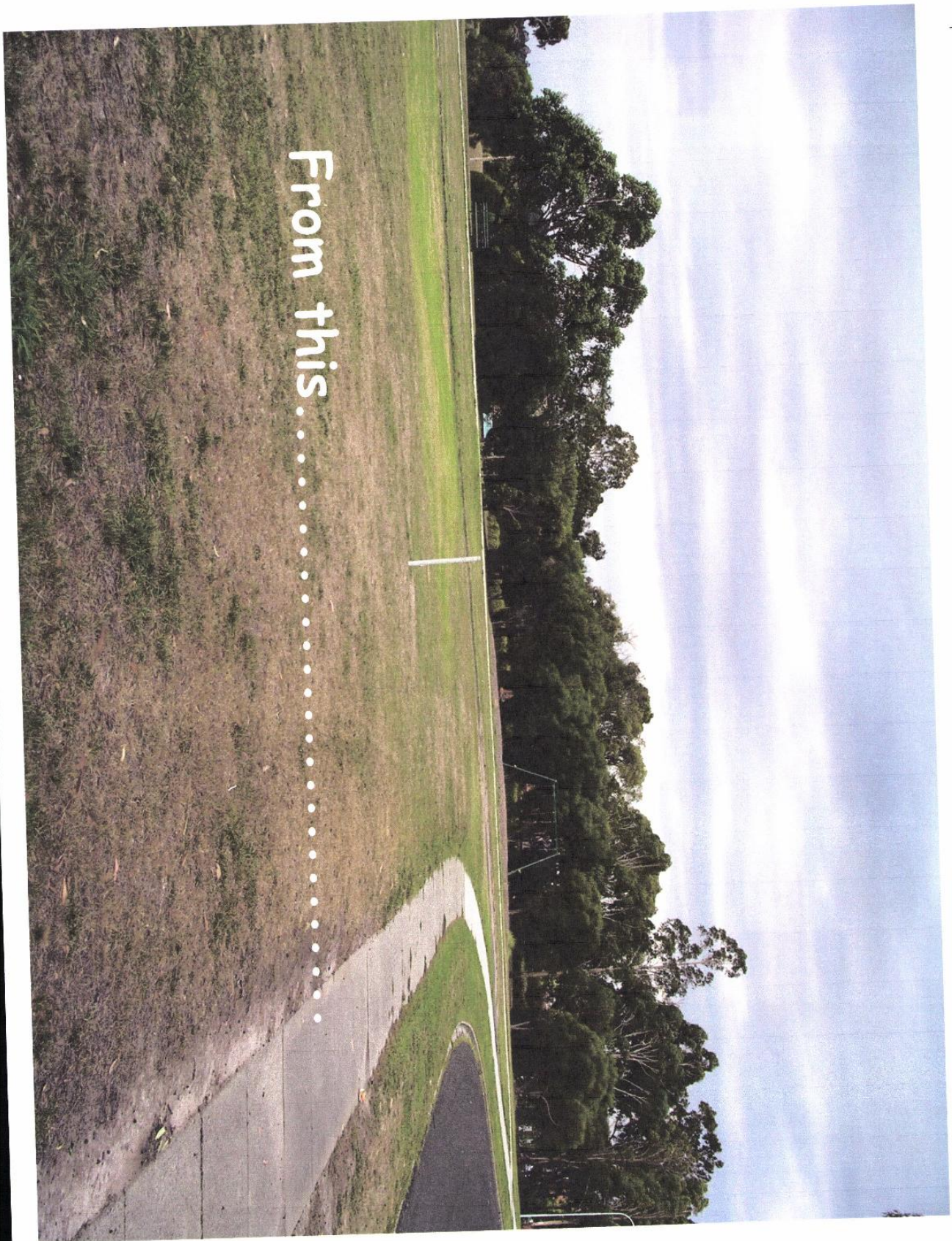
- Perfectly located in centre of town and adjacent to shopping centre.
- Undeveloped and has no other proposed development.
- Suitable in size and topography.
- Already attracting some passive recreation with very few facilities.
- A major pathway to the town centre.

PLAN TO ACHIEVE PURPOSE

This will involve:-

- Setting up a steering group.
- Identifying the obstacles and seeking to overcome these.
- Urging DHS to hand land to community through Latrobe City Council
- Involving community by seeking strong support and input.
- Liaising with CDCA.
- Seeking support of groups like Lions and Rotary.
- Determining functions and facilities.
- Considering involvement in future management of park.
- Producing a landscape plan.
- Presenting Latrobe Council with a detailed submission.







Walker Park Site

The site is located between Walker Parade, McDonald Way and Monash Way and this is what it looks like today



WHY CHOOSE THIS SITE FOR PARK AND GARDENS

- Undeveloped after 40 years and long considered a park by the community
- Open space in the centre of a town is a precious commodity and it should be preserved at all costs
- Perfectly located and a far better site for a park than any other undeveloped site in Churchill
- Suitable in size and topography
- Important link as a major pathway between the residential areas to schools, the town centre and beyond
- Already attracting passive recreation with few facilities

SOME BACKGROUND

- The site thought of as a park for 40 years by the community
- Western Link Road Proposal rejected in 2008
- Park and Gardens alternative presented to residents in 2008
- Plan Our Park Action Committee (P.O.P.A.C.) formed 2009
- P.O.P.A.C. proposal presented to Latrobe City Council 2009
- P.O.P.A.C. enquired of DHS if they would be prepared to gift the land to the community - DHS responded to council with an offer of a land swap in 2009

THE OBSTACLES

- Land is owned by Department of Human Services and zoned residential
- Latrobe City Council considers Churchill has an excess of open space and the area is not part of the Council's Open Space Planning
- Council's intention to remove the current playground equipment sometime between 2015 and 2021 as it is considered excessive to the town's requirements

**Please support the proposal for
a park on the Walker Parade site.**

**Just imagine how attractive Churchill
could be.....**







A tidying up of the corridor to link with the proposed Walker Parade Park would significantly lift to the beautification of Churchill and would give our wildlife a much needed food supply and safe haven to thrive in.



Developing the gardens of the Walker Parade
Park area would add comfort for visitors to
the area and provide an attractive stopping
off point when passing through.

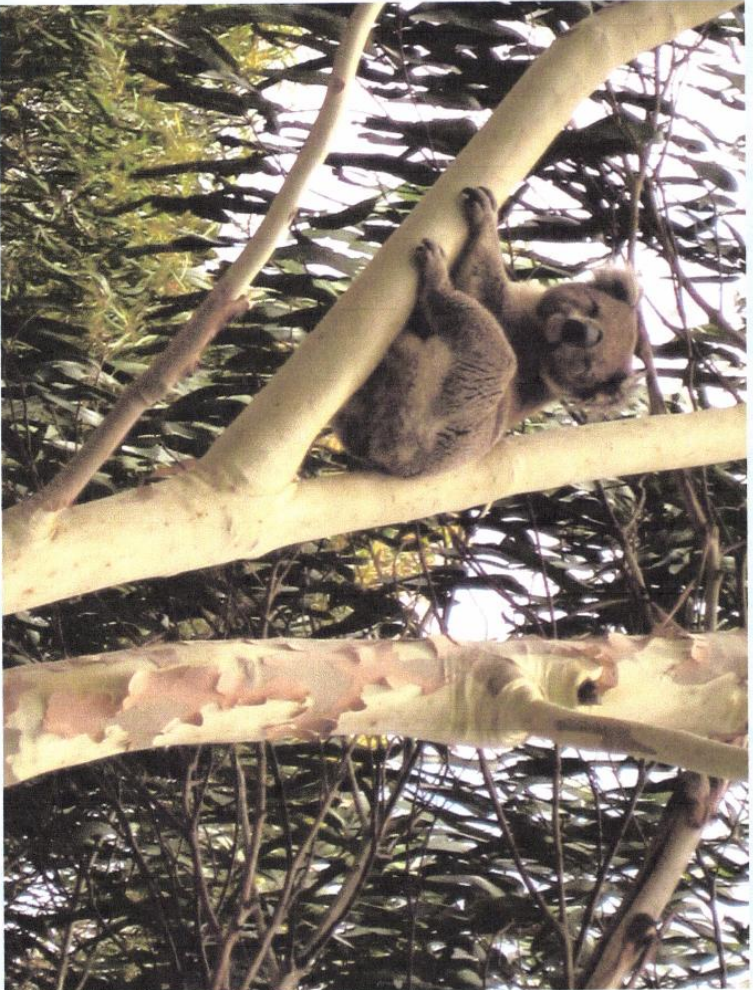








The corridor is neatly maintained in its current state, with trees being removed when necessary but not being replaced. The fence facing the new Woolworth's store is well overdue for maintenance.



Wildlife use the corridor for feeding, shelter and migration.

The current treed corridor running through Churchill has not been rejuvenated since it's planting some 35 to 40 years ago.

Linking the proposed Walker Parade Park and the wildlife corridor



ANSWERING CRITICISMS

- **COST TOO GREAT**

- Our suggestion is to spread the cost over many years and we have included fund raising in our proposal
- The Council have stated they believe the cost of our proposed park and gardens, including obtaining the land from Office of Housing (DHS) would be \$500,000
- Last year, the council was proposing to spend \$600,000 on a LINK ROAD that nobody wanted. (however, this did not include obtaining the land from the Office of Housing (DHS))

11

ANSWERING CRITICISMS

PROPOSAL IS TOO COMPREHENSIVE

-Nothing is set in concrete at this stage

-All suggestions received have been tabled to show **WHAT COULD BE POSSIBLE**

-Our proposal includes consultation with the **WHOLE COMMUNITY** before making the decision on **WHAT SHOULD ACTUALLY BE DONE**

Developmental Stages

- **First stage - Short term**
- **Second stage - Intermediate**
- **Third stage - Long term**

VISION FOR THE PARK

- At this time, the vision is only **A LIST OF WHAT MIGHT BE POSSIBLE** and we have 10 suggestions
- Nothing is set in concrete as it is just a compilation of ideas that have been suggested
- If we can convince the council and get access to the land, we will be aiming to involve the whole community in deciding the final form the park should take
- We have a handout with the details available if you would like a copy

Plan to achieve defined role

- Set up a steering committee
- Involve community to obtain input & support
- Conduct community survey
- Liaise with CDCA & seek support of local groups
 - e.g. Lions & Rotary
- Seek advice from other local park and garden committees
- Develop clear definition for use
- Determine priorities for development
- Producing site and landscaping plans
- Addressing obstacles
- Seek funding
- Naming of Park

DEFINED ROLE FOR PARK

- Improve Churchill's image with an attractive central feature to balance the concrete and asphalt shopping centre
- Provide the link between the residential and commercial area
- Safe passage to school for primary students
- Area for events or civic gatherings
 - Site for Community Events
 - Location for Civil Wedding Ceremonies
- Provision of additional recreational activities
 - Passive Recreation
 - Informal Activity Area
 - Children's Recreation
 - Improving Safety and Well Being
 - Attracting native fauna

**Plan Our Park Action Committee
proposal to council covered all
these requirements with:**

1. A clearly defined role for the park
2. A plan to achieve the role
3. A vision of what the park could become

**“IF THE AREA IS TO PLAY A FUTURE ROLE
IN CHURCHILL’S OPEN SPACE, A FUTURE
VISION AND A PLAN FOR THE AREA
SHOULD HAVE A MORE CLEARLY DEFINED
ROLE AND A PLAN TO ACHIEVE THAT
ROLE.”**

Statement From:

**Churchill Town Centre Plan: Discussion Paper:
Western Extension - 2008**

● From: patnanmc <patnanmc@virginbroadband.com.au>
● Sent: Friday, 1 November 2013 5:09 PM
● To: David Lane
● Subject: Health and Wellbeing Exercise Stations
●
● Hi David,
● I'm not sure if this is directly related to the council plan, but an interesting idea we have seen to encourage
● exercise for all ages has been the installation of "Exercise stations". We have seen these installed by councils and
● placed near children's playgrounds, around recreation parks, lakes, bushwalking area and near walking tracks. We
● have seen a variety of styles from static post or pipe structures through to sophisticated mechanical devices, and
● designed to strengthen different parts of the body, from stepping, cycling, rowing, twisting, pulling
● and pushing. We thought these would be a fun way to get teenagers and adults to exercise while for example,
● watching their children at the playground, waiting to have a BBQ or catch the bus, having a break from their
● jogging, or be incorporated into a sporting clubs fitness regime. We have some photos if you are interested, but
● I'm sure there is lots of information on the internet. An ideal site in our town of Boolarra would be the Railway
● park where there are playground and BBQ facilities, the beginning or end of the rail trail, and is overlooked by the
● shop and Post Office which could help minimise damage.
● I hope you consider the health benefits to the community of this proposal and we would be interested to hear your
● thoughts.
● Regards,
● Nancy and Pat McAllister
●
●
●
●
●
●
●
●
● patnanmc, patnanmc@virginbroadband.com.au
● 1/11/2013

● From: Rod Glenn-Smith <Rod.Glenn-Smith@adf.org.au>
● Sent: Monday, 21 October 2013 7:35 AM
● To: David Lane
● Cc: Geoff Munro; Julie Rae
● Subject: RE: Municipal Public Health and Wellbeing Plan

● Hi David,

● Thank you again for the opportunity to provide comment on Latrobe
City Municipal Health and
● Wellbeing Plan 2013-2017. Please find below comments co the
Australian Drug Foundation -

● Measuring success in Protecting your health - You may want to
include ambulance and emergency dept
● data to both the VicPol data around alcohol and drugs. A measure
of community safety would be useful
● for minimising harm. Are assaults a large issue?

● It is really difficult to comment until we see the strategies that
will underpin the strategic directions.

● We are keen to work with you to identify the strategies that will
assist you in reducing alcohol
● consumption, harms caused from alcohol and other drugs such as
violence, assaults, family violence and
● public safety within your community.

● Regarding minimising harm associated with the misuse of alcohol, the
ADF's pleased to see that the plan
● includes as one of its measures of success an increase the number of
community sport clubs who
● participate and progress through the Good Sports program. To assist,
the ADF is keen to advance the
● idea of an MoU between your council and the ADF (presented and
discussed in a face-to-face meeting
● with Debbie Mitchell in June 2013) centred on advancing the
promotion and uptake of the Good Sports
● program within the region managed through GippSport as the ADF's
Community Partner.

● Kind regards,

● Rod

● Rod Glenn-Smith
● State Manager (VIC)

● P
● 03 9611 6113
● F
● 03 8672 5983

● M
● 0425 812 414
● E
● Rod.Glenn-
● Smith@adf.org.au
●
● Australian Drug Foundation
● Level 12, 607 Bourke Street, Melbourne, Victoria, 3001
● PO Box 818, North Melbourne, VIC, 3051
●
● Our other sites ADIN | Somazone | Druginfo | Workplace Services |
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● From: David Lane [mailto:David.Lane@latrobe.vic.gov.au]
● Sent: Wednesday, 9 October 2013 11:01 AM
● To: Rod Glenn-Smith
● Subject: Municipal Public Health and Wellbeing Plan
●
● Dear Rod,
●
● DRAFT LATROBE CITY MUNICIPAL PUBLIC HEALTH AND WELLBEING PLAN 2013-
2017
●
● The draft Latrobe City Municipal Public Health and Wellbeing Plan
2013-2017 is open for
● Community Comment from 8 October 2013 to 5 November 2013. Comments
in writing can be
● made during this period.
●
● Copies of the relevant documents are available on Latrobe City
Council's website at
● www.latrobe.vic.gov.au or at the Traralgon, Morwell, Moe /
Newborough and Churchill Service
● Centres and libraries.
●
● Written responses can be sent to David Lane, Acting Coordinator
Healthy Communities, Latrobe
● City Council, PO Box 264, Morwell VIC 3840 or via email
david.lane@latrobe.vic.gov.au by
● 5.00 pm on Tuesday 5 November 2013.

If you require further information, please don't hesitate to contact me on the details listed below.

Yours sincerely

David Lane
Acting Coordinator Healthy Communities
Latrobe City Council

mailto: David.Lane@latrobe.vic.gov.au
Direct: 03 5128 5675
Mobile: 0499 474 917
Fax: (03) 5128 5672
Phone: 1300 367 700
PO Box 264, Morwell 3840
141 Commercial Rd, Morwell 3840

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

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- *****
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-
-

● From: Rod Glenn-Smith <Rod.Glenn-Smith@adf.org.au>
● Sent: Tuesday, 29 October 2013 3:45 PM
● To: David Lane
● Cc: Julie Rae
● Subject: FW: feedback on Health and Wellbeing plan
● Attachments: PRQ_FINAL.pdf

● Hi David,

● Julie Rae requested I email this email and attachment through to you
as further feedback to La Trobe
● City MPHWP.

● Kind regards,

● Rod

● Rod Glenn-Smith
● State Manager (VIC)

● P
● 03 9611 6113

● F
● 03 8672 5983

● M
● 0425 812 414

● E
● Rod.Glenn-
● Smith@adf.org.au

● Australian Drug Foundation
● Level 12, 607 Bourke Street, Melbourne, Victoria, 3001
● PO Box 818, North Melbourne, VIC, 3051

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The Shop | Good Sports

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● copies.

● From: Julie Rae
● Sent: Tuesday, 29 October 2013 1:50 PM
● To: Rod Glenn-Smith
● Subject: feedback on HHealth and Wellbeing plan
●

● Rod can you send this to David at Latrobe.
●

● It is disappointing to see very little in the plan that will address
alcohol and harms it is causing in the

● Latrobe City Council LGA.

● There are a number of activities that the Council can deliver that
will help address this issue.
●

● 1. Implement workplace policies that provide leadership around
alcohol management for all
● council events.

● 2. Work with local licensees to reduce opening hours.

● 3. Limit the number of alcohol licenses in each township.

● 4. Introduce a surcharge to late night business to recover direct
and indirect costs - ie bins,
● property repairs, lighting, cleanup of bodily fluids.
●

● There are a number of programs that could be implemented and we draw
your attention to our

● Local Government paper attached.
●

● Kind regards
●

● Julie Rae

● Head of Information & Research
●

● P

● 03 9611 6138

● F

● 03 8672 5983

● M

● 0400 147 059

● E

● Julie.Rae@adf.org.au
●

● Australian Drug Foundation

● Level 12, 607 Bourke Street, Melbourne, Victoria, 3001

● PO Box 818, North Melbourne, VIC, 3051
●

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Healthy people. Strong communities.



Under the influence: What local governments can do to reduce drug and alcohol related harms in their communities

Dr Peter Streker, Director, Community Stars, Victoria

Alcohol and illicit drugs not only create headaches for those who over-indulge in these substances. They also create many political headaches for the three tiers of Australian government who attempt to manage the social, economic, health, legal and moral dilemmas that these substances present. Indeed, the ugly task of cleaning up vomit, used syringes and broken glass that many Australian local governments must undertake each week seems relatively straightforward compared to the complex work required to reduce serious alcohol and other drug related harms.

Local governments generally have played a limited role with illicit drug-related issues, as they are typically addressed by the federal and state governments' law enforcement or health service providers. Local governments' role in alcohol management is more pronounced, however, as alcohol is consumed by thousands of their residents each week in their municipalities' businesses, sports clubs and other facilities.

Local governments recognise that, on the one hand, alcohol can offer a number of benefits to a local community and, on the other hand, it increases a number of serious risks to the health, wellbeing and safety of residents and visitors. Alcohol plays a central role in vibrant social gatherings each week and is one of the nation's most popular drugs, with 72.6 per cent of Australian adults consuming alcohol at moderate levels.¹ The entertainment and hospitality industries that serve

alcohol provide local jobs and stimulate a vibrant night time economy that extends beyond petrol stations and fast food outlets.² Indeed, most local governments are themselves sponsors or hosts of functions, events and festivals where alcohol is served.³

While the overall consumption of alcohol has remained relatively stable over the last decade, some Australians—particularly young people—continue to consume at levels that put them at risk of long and short term harm.⁴ One out of every 10 Victorians drink at risky levels at least once per week⁴ and approximately 700 Victorians die from the effects of alcohol each year.⁵ The National Preventative Health Taskforce (NPHT)⁶ has calculated that more than 42 million incidents of binge drinking occur in Australian communities each year—most of which would have occurred within the nation's 565 local government areas.^{6*}

In addition to the long-term health risks of alcohol-related diseases to residents, local governments are also confronted by the repercussions of alcohol-related assaults, injuries, property damage and other forms of anti-social or illegal behaviour. The NPHT⁶ has reported that 84 per cent of Australians were concerned about alcohol-related impacts in their community and other research found that nearly three-quarters of adults had been negatively affected by another person's drinking in the previous 12 months.⁷

Australian local governments have an important role in preventing acute and long-term harms from illicit drugs and alcohol in their neighbourhoods. This paper discusses some practical steps being trialled to reduce harms in communities, and provides an overview of local governments' most promising future directions. It may be used by local governments to coordinate effective action across departments, with local

DrugInfo is funded by



* Some remote areas of Australia are not governed by a local government.

The research in this publication represents work done on behalf of DrugInfo by Dr Peter Streker, Director, Community Stars, Victoria.

The work of the authors was supported by a Reference Group that included key stakeholders: Diane Edwards, Department of Health; Joan Nankervis, Department of Health; David Wain, Department of Health; Claire Dunn, Municipal Association of Victoria; Helen Reddan, City of Greater Geelong; CB Nyko, City of Greater Geelong; Jane Wager, City of Greater Geelong; Eddie Micallef, Ethnic Communities Council of Victoria; Chris McDonnell, Victorian Alcohol and Drug Association; Julie Rae, Australian Drug Foundation; Geoff Munro, Australian Drug Foundation; Anna Gifford, Australian Drug Foundation; Monique Conduit, Australian Drug Foundation.

A number of key informants assisted with expert knowledge about specific interventions and issues facing stakeholders: Sean O'Rourke, VicHealth; Lesley Murray, City of Perth; Katie Vassiliou, City of Stonnington; Dean Griggs, City of Melbourne.

DrugInfo is an initiative of the Australian Drug Foundation and the Victorian Government.

partners and other tiers of government. Victorian legislation (e.g. *Local Government Act 1989* and *Public Health and Wellbeing Act 2008*) has been used to populate many of the paper's examples. These details will vary across other states and territories.

How can local governments reduce harms from illicit drugs?

Even though the most recent National Drug Strategy household survey found that almost 15 per cent of Australians aged over 14 had used illicit drugs in the previous 12 months,³ Australian local governments have traditionally not played a large role in reducing harms from illicit drugs. This may in part be because the drugs' illegality has kept much of their use confined to private spaces. When the public are exposed to illicit drug use, they generally either call on the state governments' police to enforce the law or seek a treatment response through a health and welfare agency, medical practitioner, drug withdrawal program, needle/syringe program or counsellor.

This situation changed for many local governments in the 1990s as heroin-related dealing and overdoses became more visible in public spaces. Heroin-related deaths in Victoria tripled from 49 to 169 between 1991 to 1996; and then doubled again by 1999 to 359.³ These deaths heralded a new wave of action among local governments. Mayors banded together to advocate for action on drug issues through groups such as the Metropolitan Mayors Group on Drugs, in metropolitan Melbourne, and the Council of Capital City Lord Mayors, nationally.³

In 1996, the Victorian Premier's Drug Advisory Council recommended that local governments mobilise community action to reduce drug-related harms, and the Victorian Government

launched a local drug strategy in 2000 involving the five municipalities with the highest overdose death rates—the Cities of Melbourne, Port Phillip, Yarra, Maribyrnong and Greater Dandenong.^{3,4} At the federal level, a special local government sub-committee of the Intergovernmental Committee on Drugs (IGCD) was formed in 2001, which was transformed into the National Local Government Drug and Alcohol Advisory Committee (NLGDAAC) in 2004 to continue collective national action across Australia's states and territories.⁵

Local governments' roles in reducing harms from illicit drugs

Local governments have worked to reduce drug-related harms through a combination of the following roles:

Syringe collection and disposal

Local governments provide syringe disposal bins in public areas where injecting takes place, to reduce the prospect that members of the community will be exposed to a needle-stick injury or contract a blood-borne virus. They collaborate with other infectious waste disposal contractors and needle and syringe programs to ensure that the needles and syringes are disposed of safely.

Queensland Health has reported that there are no documented accounts of anybody in the world contracting hepatitis B, hepatitis C or HIV from a needle stick injury in a public space, which would make this one of the most successful harm reduction strategies ever initiated.³ The broader needle and syringe program was estimated to have prevented the Australian health system from having to deal with tens of thousands of cases of HIV and hepatitis C, as well as saving thousands of lives between 1991 and 2000, which would have cost the Australian public between \$2.4 billion and \$7.7 billion.⁶

Local coordination and community mobilisation

Some local governments have established public committees and forums to provide a place where their community's concerns can be raised and addressed through coordinated effort. Local governments are well placed to provide local leadership on these efforts as they are independent from state authorities, such as welfare agencies and police, and generally maintain deeper local networks than other tiers of government, ones that involve local businesses, not-for-profit organisations and residents. Examples include the City of Greater Dandenong's Springvale Drug Action Committee, the City of Port Phillip's Drugs Roundtable and Yarra Drug Health Forum (now run independently of local government—see Case Study 1).

Community education

The range of community education that local governments provide includes methods as diverse as drink coasters on the dangers of drink spiking (e.g. City of Sydney), theatrical walking tours (e.g. City of Port Phillip—see Case Study 2), educational messages on public syringe bins or toilet doors, brochures, flyers and public forums. Some local government officers also conduct impromptu education sessions as they handle complaints and explain issues such as the economic and health benefits of needle/syringe programs and the complexities of rehabilitation. More evaluation is required to determine the impact of these interventions.

Providing opportunities that prevent pathways in and contribute to pathways out of illicit drug use

Many local governments aim to engage young people in activities and programs that alleviate the potential for boredom, alienation or

CASE STUDY 1

Yarra Drug and Health Forum

The Yarra Drug and Health Forum (YDHF) was initiated by the City of Yarra to encourage the community to openly address and coordinate action on drug-related issues. It is now managed by North Yarra Community Health and runs a series of advocacy, education and awareness-raising programs for people in Yarra and the broader community. The YDHF has led discussions on topics such as the use of “Kronic” (synthetic cannabinoids), supervised injecting facilities, alcohol related violence and drug law reform. The Forum enables residents, police, service providers and marginalised users of drugs to respectfully and collectively work on contentious issues from their unique perspectives.

See www.ydhf.org.au for more information.

CASE STUDY 2

The City of Port Phillip’s Sex and Drugs Historical Walking Tour and Overdose Awareness Day

A series of three theatrical walking tours were developed by the City of Port Phillip as a novel way of educating members of the public about the complexities of street prostitution, homelessness and illicit drugs in St Kilda.

The “Sex and Drugs Historical Walking Tour”, “Hit The Road”, a bird’s eye view of a drug user’s journey through St Kilda’s drug agencies, and “Habits of the Heart”, a story about the daily struggles of a local street sex worker and her boyfriend, were often booked out before they were advertised. The tours have been filmed for use by schools and the model has been used for community education about other topics. The tours also created employment and skill development opportunities for people who currently use or formerly used drugs.

The City of Port Phillip also worked with the Salvation Army in 2000 to establish Overdose Awareness Day—an event that helped families and friends commemorate loved ones who had died from a drug or alcohol overdose. The original small ceremony helped people talk and grieve openly and simultaneously raised awareness of the risks of overdose. It expanded to become National Overdose Awareness Day the following year and is now recognised internationally in the United States of America, England, India, New Zealand and Russia.

www.salvationarmy.org.au/overdose-awareness-day.html

www.portphillip.vic.gov.au/drugs_alcohol.htm

isolation and attempt to short-circuit or delay their experimentation with illicit drugs.” Others actively work to remove barriers to recovery from drug dependencies and complement drug treatment services by providing people in this situation with opportunities to develop the skills, connections and support to change their lives.⁵ These opportunities can also play an important role in humanising drug dependency, shifting punitive community attitudes

and reducing the barrier of social stigma, which often demoralises individuals’ efforts to reconnect with broader society and hampers political efforts to trial new policies and practices.⁶ Some local governments have sponsored or accommodated support groups for families and friends and promoted National Overdose Awareness Day—an event that started with local government and has now become internationally recognised (see Case Study 2).

As the volume of harm from heroin began to subside in the early years of the 21st century, many local government officers anticipated that “ice” would dominate the next wave of drug-related harm in their communities. However, ice’s impact was small compared to the wave created by alcohol.



How can local governments reduce harms from alcohol?

The volume of new liquor licences issued during the 1990s and 2000s had a dramatic impact on some Australian communities. In Victoria, the number of active liquor licences and BYO permits doubled between 1995 and 2009 to more than 19 000.^{6, 7, 8} This expansion was soon followed by a sharp increase in reported alcohol-related harms. Between 2000 and 2010, ambulance attendances in metropolitan Melbourne involving intoxicated patients increased by 219 per cent. At the end of that decade, there were 93 per cent more intoxicated people presenting at Victorian emergency departments, 87 per cent more intoxicated people being admitted into Victorian hospitals⁷ and over 50 per cent more people charged with driving with a blood alcohol concentration of more than 0.05 per cent.⁹ In 2009,

⁶ Some venues may hold more than one licence.

approximately 7 out of every 1000 Victorian drivers tested exceeded the blood alcohol content (BAC) limit.⁹

Victorian family violence and non-family violence assault offences during the hours of highest alcohol use also increased from 4697 offences in 2000–01 to an alarming 7850 offences in 2009–10.¹⁰ The statistics also showed a trend towards more assaults at night between 2001–02 and 2009–10, with 23 per cent of assaults occurring between 8 pm and 6 am on Sundays to Thursdays and approximately 25 per cent of assaults occurring between 8 pm and 6 am on Friday and Saturday nights.¹⁰ A national population survey of Australian adults found that 39 per cent reported being either verbally abused or “put in fear” by someone affected by alcohol in the preceding 12 months.⁸

Between 2002 and 2009, the proportion of 16–24 year old Victorians who drank more than 20 standard drinks on at least one occasion during the previous

year increased by 60 per cent. For young women consuming more than 20 standard drinks the increase was 110 per cent.¹¹ A study by Sweeney and Payne¹² found that people arrested for assault consumed an average of 14 standard drinks leading up to the incident, although young males aged 18–25 years consumed an average of 22 standard drinks.¹³ The 18–25 years age group, accounting for almost half of those arrested, were most likely to have consumed their last drink before the arrest in a licensed premise, whereas older people were more likely to have consumed their final drink at home.

The National Alcohol Strategy (2006–2009) posited that alcohol-related harms largely emerge from drinking patterns that result in either intoxication or high consumption levels over long periods of time, or both. It is the rates of intoxication that lead to the most visible impact on local governments.¹⁴ Table 1 lists the

Table 1: The relationship between the negative outcomes of intoxication and local government

Negative outcomes of intoxication	Is local government affected?	Comments
Violence	Yes	State government police and emergency services respond to the incident, but the violence increases the risk of injury to residents and has a negative impact on the perceptions of safety and reputation of the local area.
Property damage	Yes	Local governments are expected to repair damage to the public property that is not owned by the state government. Owners of damaged private property are required to repair, replace or lose that item.
Anti-social behaviour	Yes	State government police and emergency services, local government's local laws or security staff or a venue's security staff will respond to the incident or threat of incident. The behaviour increases the risk of injury to residents and has a negative impact on the perceptions of safety and reputation of the local area.
Alcohol-related litter (e.g. bottles, cans)	Yes	Local governments are expected to remove this litter.
Spills of bodily fluids	Yes	Local governments are expected to clean these fluids from public property.
Alcohol-related road crashes	Yes	State government police and emergency services respond to the incident, but the behaviour increases the risk of injury to residents and may damage council-owned infrastructure.
Short term (acute) health impacts (e.g. death or injuries from alcohol-related falls, drowning)	Yes	State government police and emergency services respond to the incident, but the behaviour increases the risk of injury to residents.

Unless otherwise noted, line art for illustrative purposes only

4 What local governments can do to reduce drug and alcohol related harms in their communities

negative outcomes of intoxication that featured in the National Alcohol Strategy and adds littering and cleaning as additional impacts. The table shows how these outcomes exert a direct impact on local governments; in many cases, local governments bear a high proportion of the reputational and economic costs of the remedy. The outcomes of high levels of intoxication also jeopardise local governments' capacity to provide safe, health-promoting public environments for their residents and visitors.

Alcohol-related harms also exert a significant financial impact on local governments and their communities. It has recently been estimated that alcohol-related harms—such as violence, road trauma, property damage, workplace absenteeism and alcohol-attributable diseases—cost the Australian public more than \$20 billion per annum.⁷ A substantial portion of this is borne by local governments, as many spend hundreds of thousands of dollars each year on programs and services that aim to prevent or manage alcohol-related risks and harms.¹¹ These costs generally rise in areas with a higher volume of late-night activity, as local governments in capital cities typically spent multiple millions of dollars on implementing alcohol management strategies each year.¹² A trial program conducted with 29 Australian local governments by the International Council for Local Environmental Initiatives (ICLEI)¹³ found that local governments directly accrued alcohol-related costs in the following areas:

- waste management (e.g. additional bins and services in entertainment precincts)
- cleaning bodily fluid stains off public spaces in entertainment precincts
- local laws (e.g. public drinking, alcohol-related noise complaints)
- infrastructure (e.g. supervised taxi ranks, pedestrian barriers close to hotels on main roads, additional public toilets)
- community health and wellbeing (e.g. community education and forums, liquor licensing accords)

- community safety (e.g. closed circuit TV, security guards—including one local government that chaperones their early morning garbage collectors with security guards to protect them from the abuse of intoxicated nightclub patrons)
- repairs to property damaged in entertainment precincts during the night
- costs to assess applications for liquor licences
- costs associated with appealing liquor licensing decisions through legal processes
- assessment costs of planning applications for licensed premises
- strategic planning staffing and alcohol-related activities
- community safety staffing and alcohol-related activities
- health promotion staffing and alcohol-related activities
- collection and analysis of alcohol-related data, research and policy development
- productivity losses from staff absences due to alcohol-related illnesses.

Given the impact alcohol has across a broad spread of local government departments, it is not surprising that Australian local governments have a vested interest in not only preventing these costs, but, more importantly, also protecting their communities from harm.

Local governments' capacity to influence the most powerful strategies for reducing alcohol-related harm

In spite of the enormous impact that alcohol-related harms impose on local governments, local governments have very little influence over the strategies that have been shown to be the most powerful in reducing alcohol-related harms. Many studies on reducing the public health impacts of alcohol intoxication have consistently concluded that regulations on the affordability and availability of alcohol are most effective at reducing alcohol consumption,

intoxication and the risks of alcohol-related harms.^{14,15} The federal and state governments have primary responsibility for these factors (see Table 2).

Increasing the price of alcohol has the strongest evidence of all of the strategies.^{16,17,18} Volumetric tax reform that charges higher taxes for products containing higher amounts of alcohol was the most cost-effective intervention tested in Doran and his colleagues' study on large scale alcohol interventions.¹⁶ Minimum floor prices have also been successfully used to reduce consumption, and create the largest financial impact on people who consume the largest volumes of alcohol.¹⁹

Another successful, cost-effective but potentially unpopular method of reducing problematic consumption levels is to provide people with fewer opportunities to acquire alcohol. Strategies that have successfully decreased the availability of alcohol include the reduction of licensed venues' opening hours, raising the minimum drinking age to 21 years and restricting or reducing the number of on- and off-premises venues that sell alcohol.^{20,21} In Victoria, the Commission for Gambling and Liquor Regulation (VCGLR) considers the harm minimisation aspects of applications for late night trading on a case-by-case basis, and has frozen the number of late night liquor licences in inner-Melbourne municipalities and does not award new late night packaged liquor licences unless exceptional circumstances can be demonstrated.

Many Australian cities now allow longer trading hours than many other international cities, such as New York (where licensed venues close at 4 am), Vancouver (3 am), London (5 am), Edinburgh (4 am), Paris (breaks between 2 am and 7 am) and Amsterdam (5 am).²² Critics may argue that people will continue drinking alcohol at home after they leave these venues. However, even if this is true, they will not be exposed to the

Table 2: Local governments' influence over the modifiable determinants of a alcohol-related harm

Modifiable determinants	Local governments' influence	Who is responsible?
Price (affordability)	None	Commonwealth Government
Outlet locations (availability)	Limited	Local governments in some states have the power to restrict licensed outlets through the zoning of land and the approval of licensed venues' new, relocated or varied planning permits. Local planning policies can guide decisions on the number of licensed premises suitable for a particular area. In Victoria, the state government will not grant a new liquor licence until a planning permit has been approved by the local government. Local governments cannot reduce the number or density of existing licensed venues to address high rates of a alcohol-related harm without the agreement of the premises' owners. State governments are the ultimate authority on outlet locations as they control the relevant legislation.
Opening hours (availability)	Limited	Local government can influence the opening hours of venues it owns and venues that are seeking new planning permits (in some states). State government is the ultimate authority on the opening hours of licensed venues, as it controls the licensing legislation.
Minimum purchase age (availability)	None	State government
Service practices (availability, e.g. not serving underage or intoxicated people)	None	State government sets and monitors the regulations. The staff at the licensed venues serve the alcohol.
Law enforcement	Limited	State government police and specialist liquor licensing compliance inspectors carry out most of the law enforcement. Local government has a limited role with by-laws such as the regulation of a alcohol-free public spaces.
Regulation of alcohol marketing, advertising and promotion	Limited	Commonwealth and state governments. Local government may influence a alcohol promotion in its own events, publications and premises.
Social norms and values	Limited	While all levels of government attempt to promote responsible drinking cultures, they are essentially established by group norms and may also be influenced by the standards set by particular venues. ⁸⁶

dangers inherent in mingling among large crowds of intoxicated strangers (e.g. fights involving multiple attackers) and are likely to have better access to shelter, warmth and toilets.

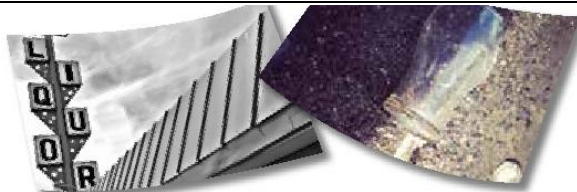
All of the cities mentioned above also have outlet density measures that limit the number of licensed venues in an area. Saturation zones are implemented in Vancouver via local by-laws; England and Wales via the Licensing Act and local licensing policies; Edinburgh via planning controls and local licensing policies; and Amsterdam via land use zoning. Cluster controls are enforced to prevent too many licensed venues trading too close to each other in Vancouver via local by-laws; New York via the Alcohol Beverage Control Act and Paris via the

Code de la Santé Publique.⁷⁷ The NPHT has recommended that Australian local governments and their communities should have more legislative power to manage existing and proposed alcohol outlets through land use planning controls.⁷⁸

The regulation of alcohol marketing and promotions, managed by the Commonwealth Government, is another powerful mechanism for reducing high consumption levels. Anderson⁷⁴ argues that regulations need to be reviewed to keep pace with modern strategies, such as internet or smartphone marketing, advertising on concert tickets, product placement in films, sports or arts festival sponsorship, and high volume exposure during television programs

watched by young adults, teenagers and children (e.g. sports matches). Recent research has found that the volume of alcohol advertising a young person is exposed to influences the age at which they commence drinking alcohol and the amount they drink.^{73,74} While alcohol advertising control was deemed to be cost effective by Doran and his colleagues,⁷⁴ it does not have the same weight of evidence as strategies such as price increases or availability restrictions.⁷⁵ However, Bailey et al. argue that this is still a valuable component of a holistic strategy to counter the material designed by the alcohol industry to promote consumption.⁷⁵ Price, availability and regulating alcohol marketing and promotion

6 What local governments can do to reduce drug and alcohol related harms in their communities



were identified in the National Alcohol Strategy³⁰ as major modifiable determinants that influence rates of intoxication and heavy long-term consumption patterns. Table 2 highlights that local governments do not have much influence over these or many other modifiable determinants of alcohol-related harm in the National Alcohol Strategy's model.

When the information in Tables 1 and 2 are compared, local governments' fundamental dilemma is vividly exposed: local governments are heavily impacted by alcohol-related harms, yet have limited ability to influence the most powerful modifiable determinants of alcohol-related harm.

This is not to say that local governments are powerless. Indeed, many invest large amounts of resources to protect their communities from alcohol-related harms.^{31,32,33} Nor is it to say that the interventions required to reduce alcohol-related harm will be politically easy to apply. Political leaders across all tiers of government are faced with the prospect that the most effective harm-reduction strategies are not popular and are highly likely to trigger fierce opposition from the alcohol, entertainment, hospitality and tourism industries and many members of the public who consume alcohol in moderation.³³ Strategies that aim to reduce alcohol sponsorship or advertising may also attract opposition from organisations such as sporting bodies and media companies.

What can local governments do to reduce alcohol-related harm?

Australian local governments are primarily working to make a difference in the following areas:

- licensing and regulation
- land use and planning
- workplace health
- event management
- community coordination, leadership and advocacy
- community development, engagement and service delivery.

Licensing and regulation

Even though state governments approve or reject liquor licences, local governments have the power to restrict alcohol consumption in public spaces, such as parks, main streets and beaches. Some local governments ban alcohol consumption in all public areas, whereas others ban public alcohol consumption during specific times and in specific locations. Some have arranged Memorandums of Understanding with police to ensure that members of some marginalised groups, such as homeless people who either have no private spaces to consume alcohol or cannot afford to drink in private bars, are dealt with sensitively and not unfairly targeted, if they are not disrupting others.

Local governments can also regulate alcohol consumption in outdoor dining areas on public land such as footpaths, and can place restrictions inside a venue, such as ensuring that all patrons are seated after a specified time, and using shatterproof glasses. Local governments also exercise control over the facilities that they lease to others, such as function centres, sports and recreation clubs, and can insist that alcohol is served responsibly as a condition of the lease.

Some local governments, such as the City of Greater Geelong, apply surcharges to businesses operating at night (i.e. late night rating differential) to recover direct and indirect costs from night-time activities, such as the provision of additional waste management services, local laws officers or security guards, property repairs, lighting and infrastructure. This also occurs overseas (e.g. the "Alcohol Disorder Zones" in Great Britain).³¹

Land use and planning

Local governments have explored how the design of their built environments might reduce alcohol-related harms. Some, such as the Cities of Adelaide and Hobart, have used Crime Prevention Through Environmental

Design (CPTED) principles and conducted safety audits to modify the infrastructure in their entertainment precincts so that they better accommodate the needs of patrons from licensed venues and other people who share the areas. Modifications may include extra lighting, rubbish bins, closed circuit television, taxi ranks, public toilets, removal of bushes that block sight lines and installing fences near hotels on busy streets to prevent intoxicated patrons from stumbling directly from the venue onto the street.³² The City of Brisbane prepares for the masses who visit their busiest entertainment precincts on weekends as if they were holding a weekly festival.

Their counterparts at the City of Sydney have tracked the rapid growth of licensed premises and housing in their neighbourhoods over decades to anticipate potential flashpoints and balance the needs of residents, local businesses, licensed venues and their patrons. Research has found that the residents who live closest to licensed premises generally report the highest levels of drunkenness and property damage in their neighbourhood,³² and Australian police have estimated that alcohol is involved in the majority of public disturbances and noise complaints.³³

Some local governments have examined methods of diversifying their business mix at night by promoting entertainment and economic activity at night that does not rely on alcohol sales. If successful, these strategies promise to attract a more diverse range of their population into their business districts at night, making the centres feel safer, generating new streams of local economic activity and supporting the viability of late night public transport.³⁴ The difficulty for local governments is that the high number of assaults and public disturbances in areas close to licensed venues makes many alternative forms of night-time trading unattractive for other types of businesses and large segments of the

population, such as families and elderly people. It is unlikely that the local economy and tourism will improve much if the trading environment is unsafe.³²

Indeed, the link between the level of harms experienced in local neighbourhoods and availability of alcohol (i.e. the trading hours and density of licensed venues) has been well established. Australian researchers have found that alcohol consumption, violence and injuries increase in areas where licensed premises trade until late,^{31, 33} and that a suburb's rate of alcohol-related assaults and injuries increases as its outlet density grows.^{31, 33, 35, 36} The close proximity of venues generally increases the chances that larger numbers of intoxicated people, who may also be tired and cold in the early hours of the morning, will gather on the street as they move between venues or compete over taxis, places in fast food queues and potential partners.³⁴

Higher rates of alcohol-related harms are also seen where there are higher concentrations of packaged liquor outlets.^{35, 36} Alcohol purchased from these venues is often consumed in an unsupervised environment and increases the risk of underage drinking and pre-loading (i.e. drinking cheaper alcohol prior to entering a licensed venue). There has also been a strong correlation established between high concentrations of packaged liquor outlets and high rates of family violence.^{37, 38} A recent study that used geocoded spatial data to investigate liquor outlet density across Victoria found that low socioeconomic communities in regional and remote areas had six times as many packaged liquor outlets per capita as high socioeconomic areas, and that the rates of alcohol-related harm were highest among lower socioeconomic communities.³³

Outlet density controls, such as clustering limits or saturation zones, have been legislated in many Western

cities overseas to reduce the risks of alcohol-related harms that accumulate as the numbers of licensed premises in an area rise,³⁷ although they have been difficult to establish in Australian municipalities. Australian local governments have worked for many years to determine a consistent saturation point for licensed venues in their neighbourhoods. Initial work proposed a benchmark based on the NSW Crime Bureau's finding that suburbs with an outlet density above 22 licensed premises per 10 000 residents faced the highest crime related problems.³ However, this figure did not account for important factors, such as the different licence types (e.g. nightclub vs. restaurant), hours of operation or the large number of visitors that descend upon popular entertainment precincts. The City of Melbourne, for example, estimates that the number of visitors that it hosts during many nights is three times as high as its resident population. It is also important that cumulative impact thresholds are set at levels that 'prevent' significant harms, and not at the point where significant harms are likely.

A group of Victorian local governments formed the Inner City Entertainment Precinct Taskforce (ICEPT) and recommended that benchmarks be set to measure the contribution that a new licensed venue is expected to make on the cumulative impact of a precinct. These included:

- existing and past trends in type and mix of licensed premises
- transport availability
- proximity of residential uses (actual and planned)
- public safety initiatives and
- enforcement resources.

The City of Sydney recommended that other sensitive or high impact land uses, such as late night take-away food venues, also be used to assess the area's capacity to cater for large numbers of alcohol-affected people.³

Over the years, Victorian local governments have received more powers from their state government to influence the location of licensed premises in their municipalities. For example, the Victorian *Liquor Control Reform Act 1998* provided Victorian local governments with the opportunity to object to new, relocated or varied liquor licences in their municipality on the grounds that it would "detract from or be detrimental to the amenity of the area"; or, if it were a packaged liquor outlet, "encourage the misuse or abuse of alcohol".⁴⁰ More recently, Clause 52.27 of the Victorian Planning Provisions was amended to allow local governments the opportunity to consider the impact of trading hours, patron numbers and the "cumulative impact of existing licensed premises and the proposed licensed premises on the amenity of the surrounding area", when assessing a licensed venue's planning permit.⁴¹ Clause 52.27 also enabled local governments to assess land use applications for packaged liquor licences for the first time.⁴¹

The Victorian Government issued Practice Note 61 in 2011 to help local governments and permit applicants assess cumulative impact, emphasising that a cumulative impact can also elicit positive outcomes such as economic benefits, enhanced vitality, a prominent status as a tourist destination and attraction of concentrated resources, such as public transport.⁴² The practice note provides a general guide of a "cluster of licenced premises" as "three or more licensed premises (including the proposed premises) within a radius of 100 metres from the subject land; or fifteen or more licensed premises (including the proposed premises) within a radius of 500 metres from the subject land".⁴²

While it has been encouraging that Victorian local governments have been awarded the power to use cumulative impact as a means of assessment, only one of the many cases that local governments have objected to on

these grounds has been successfully upheld by the Victorian Civil and Administrative Tribunal (VCAT) (see section 96 of *Swancom Pty Ltd v Yarra CC* [2009] VCAT 923).⁴² One of the fundamental difficulties that local government faces is that the planning legislation focuses its judgements on public amenity, not on public health and safety needs.⁴³ Similar concerns have been raised about how the narrow definitions of 'public interest' in the Commonwealth's National Competition Policy and Trade Practices Act may interfere with state governments' and traders' ability to reduce harmful alcohol consumption. For example, it is possible that agreements by a group of licensees to set a lower fixed price for low alcohol products after midnight may be seen as anticompetitive.⁴⁴

The Victorian Auditor-General recently commented (pp. x-xi)⁴⁵ that:

"Councils' ability to influence the liquor and hospitality industry on behalf of the communities they represent is restricted by shortcomings in the planning

permit and liquor licence application processes. The grounds for objecting to a liquor licence are narrow, and the evidentiary requirements and decision-making process for contested licence applications are not clear."

While the VCGLR should provide clearer guidance on the liquor licensing process, in the case of Victoria councils should do more to work within the existing planning and liquor licensing arrangements to reduce their current sense of disempowerment and dissatisfaction. For example, councils could develop a local policy for licensed premises to guide decision-making on planning permits, or insert and enforce specific conditions on licensed premises' planning permits.

Many local governments have worked to create licensed premises policies to define acceptable levels of amenity that are specific to their local conditions. These parameters help them assess whether land use applications from licensed premises are likely to negatively affect the surrounding

amenity. It is recommended that licensed premises policies align with other local government policies and strategies, such as the Municipal Public Health and Wellbeing Plan, Municipal Strategic Statement, Community Safety Plan and local laws to bolster the case they present.⁴³

The City of Stonnington's years of developmental work and research have resulted in a Victorian Government gazetted licensed premises policy that limits the number of licensed premises in its Chapel Street precinct (see Case Study 3). It is unclear whether other local governments with multiple or more broadly dispersed entertainment precincts or more seasonal patterns of alcohol-related harm will be able to practically apply the same limitations. A large component of Stonnington's evidence rested upon high existing levels of alcohol-related harm, which may be problematic for local governments wanting to proactively implement conditions that prevent harm from reaching such thresholds.

CASE STUDY 3

The City of Stonnington's licensed premises policy

In 2009, the City of Stonnington investigated the character and culture of the late night entertainment precinct in Chapel Street to help statutory planners prevent and reduce alcohol-related harm. The study reviewed international literature, planning permit applications and amendments and analysed compliance data, late night observations of the precinct, the perspectives of different stakeholders and audits of late night venues. Surveys found that Stonnington residents carried double the risk of long-term harm due to drinking compared to the state average, and many residents felt unsafe near bars and licensed clubs.

Stonnington's research also found that aggression and violence escalated in its late night venues and precincts after midnight, and venues with large numbers of patrons were a particularly high risk. More than 60 venues operated in the Chapel Street precinct until 1 am or later, and 37 had a capacity for 200 or more patrons. Observation of the precinct during early morning hours found more than 100 intoxicated and distressed people on the street, incidents of conflict and aggression and a shortage of public transport.

Stonnington decided that venues operating after midnight would be regarded as high risk venues or sources of potential harm (SPH) and that the Chapel Street precinct was already at a "saturation point". Stonnington developed a licensed premises policy to declare that it would not issue new planning permits in the precinct for licensed venues trading after 1 am, catering for more than 200 patrons, or locating in identified congregation spots after 1 am. The policy also required that all future planning permit applications must address relevant aspects of the Design Guidelines for Licensed Venues.

The Planning Minister gazetted Stonnington's Licensed Premises Policy in 2012, in order to reduce the area's alcohol-related harm.

For more information see: www.stonnington.vic.gov.au/residents-and-services/planning/planning-scheme-amendments/c159-licensed-premises-saturation-provisions

CASE STUDY 4

The City of Greater Geelong's Events Multi Agency Working Group

The City of Greater Geelong formed the Events Multi Agency Working Group (EMAWG) to coordinate Council's preparation for events and debrief events with other community stakeholders such as police, emergency services and local agencies. The EMAWG provides an efficient means of inter-department and inter-agency planning and communication and a powerful forum for informing event organisers about methods of managing public safety risks and minimising alcohol related harm.

For more information see: www.geelongaustralia.com.au/em/documents/artide/item/8cdf3e00c544a64.aspx

In early 2012, Brown⁴³ reviewed several planning decisions of VCAT that involved licensed premises and local governments, and noted that local governments cannot object to a licensed venue purely on health and safety grounds, as the tribunal planning decisions are predominantly influenced by public amenity concerns such as "venue size, overcrowding, seating, opening hours, movement of patrons outside the venues, footpath trading, parking and access to transport and disruption to nearby residencies" (p. 1). Local governments' assessments and submissions to formal tribunals need to be framed in this manner.

Brown⁴³ concluded that, in spite of local governments' attempts to use this frame, "the consideration of amenity impacts is often arbitrary and inconsistent, and delivers unpredictable outcomes". Moreover, it is extremely difficult for local governments to present a convincing case with the data they have available. Much of the alcohol-related harm data is unreported or split among different owners, such as the police, ambulance service and hospitals. Sometimes the same information, such as a resident complaint, can be issued with different agencies such as police and local government. The data that is available is often difficult to interpret, as it is often more than six months old, it is not clear whether incidents such as assaults or noise complaints were alcohol-related or not, and the location of the incidents may be coded according to postcode, which, at best, encapsulates the whole suburb rather than the zone in question,

and at worst, can be shared with other suburbs or other municipalities. The conditions of establishing the case for a negative cumulative impact seem to be much more demanding than the standards required for achieving positive cumulative impacts.

Workplace health

Local governments employ thousands of people across the country and are the largest single employers in many towns or suburbs.^{33c} As well as being employers of large numbers of people, local governments employ people across a wide spectrum of professions.

The effects of alcohol and other drugs in the workplace can be extremely serious, as it has been estimated that they are implicated in up to one-quarter of Australia's workplace accidents and one out of every 10 workplace deaths.⁴⁴ In addition, approximately 4 per cent of Australians have admitted to going to work while they are affected by alcohol,⁴⁵ and almost 5 per cent of absenteeism is due to alcohol-related causes.⁴⁶

Local governments can reduce alcohol-related harm at functions, such as end of year parties and staff farewells, by ensuring that the bar staff adhere to responsible serving of alcohol practices and that non-alcoholic beverages and food are supplied. It is also important that staff—particularly senior staff—consume their alcohol in moderation, as some researchers have concluded that new entrants and younger workers' drinking behaviour is heavily influenced by the behaviours of their supervisors and co-workers.⁴⁷

Many local governments aim to reduce workplace stressors and provide employee assistance programs to support staff who are struggling with issues that may contribute to problematic alcohol consumption.⁴⁷ There are also a range of disciplinary actions that local governments can take if their employees participate in irresponsible alcohol consumption while at work.

Event management

Local governments are also able to exert control over the events and festivals they host or support for the public.² Some hold alcohol-free events to provide models of community entertainment or celebration that are not dependent upon alcohol, as some researchers have found that alcohol-free events and activities that provide alternatives to alcohol consumption and the establishment of "dry" areas or family areas at large-scale events and festivals reduce risks associated with intoxication.² Some organisers of large public festivals, such as the City of Port Phillip's St Kilda Festival, work with local police and licensees for months prior to the event to implement strategies that reduce the risk of alcohol-related harm and showcase the responsible service of alcohol. Others, such as the City of Greater Geelong, coordinate multiple local agencies to efficiently manage public events (see Case Study 4).

Local governments can also exercise control over the serving of alcohol in their role as landlord of facilities such as community halls and sports clubs. Some local governments have insisted

that sports clubs who use their facilities join the Australian Drug Foundation's *Good Sports* program as a condition of their tenancy agreement; while others have offered venue rental discounts to *Good Sports* members.

Leadership, coordination and advocacy

One of local governments' greatest assets is their capacity to bring local people together to address issues of concern in their neighbourhoods.³ Community partnerships that share the responsibility for reducing alcohol-related harm have been shown to be effective if they are supported by other measures, such as an adequate level of resources for enforcement and detailed documentation and evaluation.^{3,24}

The most prominent alcohol-related examples include safe community partnerships and liquor licensing accords. Local governments often play a central role in coordinating liquor licensing accords that invite police, state licensing authorities, council representatives and owners or managers of local licensed venues to meet regularly and collectively work to reduce alcohol-related harms in and around licensed venues.

Evaluations of the voluntary codes of practice formed in liquor licensing accords have shown mixed results.²⁵ They appear to depend on factors such as the amount of pressure the licensees receive from the police and the broader community and the degree of enforcement.²⁵ The inherent difficulties that accords face include the fact that many of the participants are competitors and may not want to work together, and the venues who do not volunteer to participate may be those who contribute to a large portion of the local area's alcohol-related harms, thus spoiling any effect the other participants may contribute. It is also unclear how rigorously the agreements are adhered to or how thoroughly the information is passed from the accord representative to other staff. Miller and colleagues found that interventions that targeted licensed venues in the City of Greater Geelong did not reduce

the rate of alcohol-related emergency department presentations.²⁴

While they may not be able to exert a direct impact on alcohol-related injuries, many local governments persist with their support of accords, as they serve an important function as a central communication point for local initiatives that build consistencies around issues such as under-age drinking, staff training, and serving and pricing policies.²⁵ Research has also suggested that communities that have strong partnerships among stakeholders, including the police, are better positioned to manage place-based impacts from alcohol than those that do not.^{26,27}

Local governments have provided leadership on local alcohol issues through public statements in the media, conference presentations, journal articles, the modelling of responsible alcohol management at their public events and representations they make in multiple other committees, reference groups and forums. Local governments' extensive networks also provide them with the capacity to quickly mobilise community members to support state and federal harm-minimisation strategies. The most effective community-based strategies to reduce alcohol-related harms have a high level of involvement and support from community members partnering with other stakeholders.^{28,29}

They have also formed networks and coalitions, such as the Municipal Association of Victoria's Local Government Alcohol and Other Drugs Issues Forum and the National Local Government Drug and Alcohol Advisory Committee, and advocated local governments' perspective in positions they have held on organisations such as the Australian National Council on Drugs and the National Alliance for Action on Alcohol, which have lobbied for a consistent, national approach to harm-reduction strategies, such as liquor licensing legislation, alcohol taxation and the regulation of alcohol marketing.⁴³

Community development, engagement and service delivery

It is important to note that it is not only the community development and planning departments of local government that regularly confront alcohol-related issues. Staff in other departments, such as youth services, maternal and child health services, aged and disability services, sports and recreation services, waste management, parking officers, parks and gardens, local laws and even animal management departments encounter alcohol-related issues through the course of their duties.

Many local governments actively encourage the participation of residents and other community members to identify local alcohol-related issues and contribute to the design, implementation and evaluation of a suite of programs and activities that aim to contribute to the prevention or reduction of acute and longer-term alcohol-related harms.⁵ Many activities, such as play groups, family support and community strengthening programs, form the building blocks of safer and healthier communities. They also contribute to the reduction of long-term, problematic drinking patterns and protect the community from alcohol-related harms, even though they were not primarily designed for that purpose. Thus, it is quite possible that the prevention efforts of local government are understated. However, it is very hard for local governments to establish this position conclusively, due to the difficulties of evaluating the specific long-term impacts of early intervention programs (e.g. the expense of tracking participants in longitudinal studies and the multiple confounding variables that the participants are exposed to beyond the activities).

Most local governments provide—or fund other organisations to provide—youth activities, programs or facilities, such as skate parks, as a lack of entertainment and boredom has been associated with increased alcohol consumption among young people.² Those that are located in

popular tourist destinations, such as Gold Coast City Council, work with state government authorities to minimise alcohol-related harm for the thousands of secondary school leavers that visit their municipality each November. These investments seem vital, given that an average of 260 Australians aged under 24 die each year due to risky alcohol consumption,⁵⁶ and that nearly twice as many Australian teenagers aged between 12 and 15 years drank at risky levels in 2005 as in 1990. The percentage of 16 and 17 year olds drinking at risky levels rose by 15 to 20 per cent during the same period.⁵⁷ Local governments have also invested resources in the development and provision of community education that raises awareness of alcohol-related harms and provides practical strategies to mitigate or manage the associated risks (e.g. City of Greater Dandenong's

PartySafe Kit). Local governments also facilitate programs that help street drinkers, who may be homeless or live with a mental illness.¹⁵ While many of the activities focus on alcohol-related harms in the public domain, some local governments, such as the City of Maribyrnong, have worked to prevent family violence. It would be wrong to suggest that alcohol causes violence against women in the home, as it is often driven by a particular set of attitudes, such as male entitlement. However, alcohol features in almost half of family violence incidents,^{7,43} with the numbers of incidents that police assessed as "definitely involving alcohol" rising from 6637 in 2001-02 to 10 879 in 2009-10, and those "possibly involving alcohol" rising from 3030 to 5757.⁸ Other Victorian research has found higher rates of family violence in suburbs with larger volumes of packaged liquor outlets.^{37,38}

Collecting and analysing alcohol-related data

It is important that local governments collect and analyse good quality data to accurately evaluate their investments, fine-tune their interventions and improve their success rate at planning tribunals. Many local governments have recently mapped the location and type of licensed venue on their GIS (Geographical Information System) to monitor licensed venues' clustering, growth rate and spread towards more densely populated areas (see Figure 1 for an example from the City of Perth). These maps begin to address many of the conditions that influenced VCAT⁴³ and can also help local governments determine patron movement patterns at different times of the night, such as between venues that close at different times, and their journeys to other significant places, such as car parks,

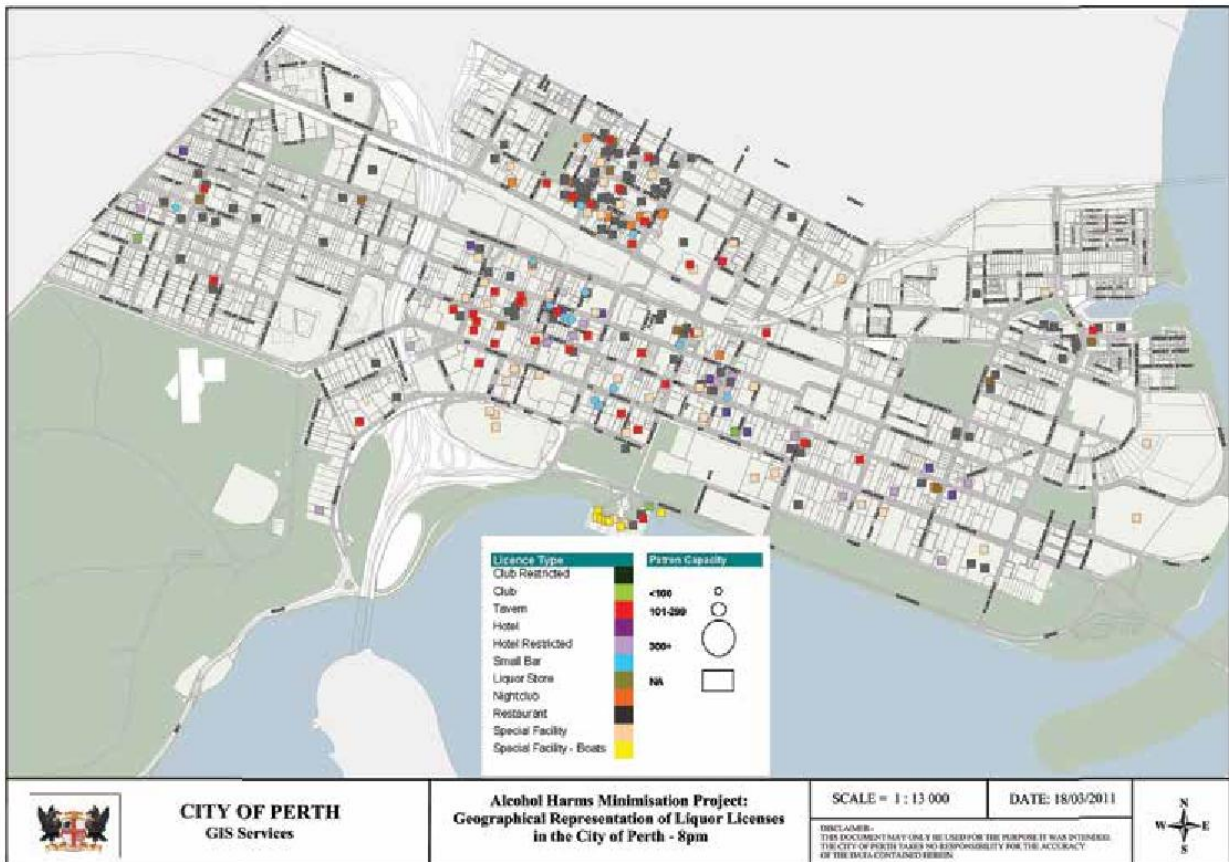


Figure 1: The City of Perth's liquor licence map
 Source: City of Perth Geographic Information System (GIS) Services, 2011

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taxi ranks, public transport stops and take-away food venues. This can help officers predict potential hot spots of alcohol-related harm and assess whether additional infrastructure, such as bins, public toilets and lighting, is required.

As the available data becomes more sophisticated, other layers of information can be added, such as incidents of alcohol-related crime, ambulance attendances, alcohol sales data, resident complaints and noise maps. For example, the crime-related heat maps produced by NSW's Bureau of Crime Statistics and Research (BOCSAR) could be overlaid on liquor licence maps and alcohol sales data to provide a graphic sense of the association between alcohol-related crimes, times, days, consumption and venue locations.⁵

Figure 2 provides an example of how various alcohol-related harms could be tracked across time to alert local governments of their entertainment precincts' most dangerous hours. These charts could include other alcohol-related crimes, such as drink-driving offences, or be refined for different days and months to account for weekends and seasonal changes.

Local governments also conduct Community Safety Audits to highlight areas that could be re-designed through Crime Prevention Through Environmental Design (CPTED) principles or improved through small

changes such as the trimming of bushes or replacement of light globes. Some conduct observational reports in entertainment precincts at different times of the night or year to assess crowd numbers, movement patterns, resident complaints, the late night business diversity mix and availability of night time transport.³

Community consultations and surveys are important to canvass the views of stakeholders such as residents, tourists and patrons and it is important that local governments collect information on the performance of licensed venues, such as complaints, demerit points, or police records if available. It is likely that local governments underestimate the local alcohol-related complaints, as many have not established their complaints collection systems to differentiate issues that are alcohol-related from others (e.g. repairs to property and noise complaints) and residents are likely to complain to the police about amenity issues on Friday and Saturday nights as local governments' offices are often closed at these times. Some local governments have started to calculate the alcohol-related costs that they bear, which can be reported to residents, licensed venue operators and other interested parties, and used to create a case for late night surcharges. Some may consider developing a rates surcharge system that provides incentives to the most responsible licensed traders (e.g. refunds or discounts).

Project evaluation data is also a valuable source of information that can be integrated into local government reports datasets. It is important that local governments coordinate their internal data across departments and gain assistance from state and federal government authorities to obtain important data such as alcohol sales, police, hospital and ambulance data. Ideally, this would also be centrally coordinated and standardised.⁷

How to develop and implement effective alcohol management strategies

The data that local governments collect is also vital to the compilation and monitoring of an effective alcohol management plan. Ideally, the strategy would have broad support from all relevant departments and senior managers and be coordinated by one department with the authority to ensure that the strategies are implemented successfully. The alcohol management strategy needs to be linked to other strategic documents, such as the Council Plan, Municipal Strategic Statement and Municipal Public Health and Wellbeing Plan, and be supplied with an adequate level of resources to implement the work, coordinate action with external stakeholders (e.g. police, licensees, drug and alcohol services), collect accurate data and evaluate the interventions.

The Western Australian Local Government Association and the state government developed the Local Government

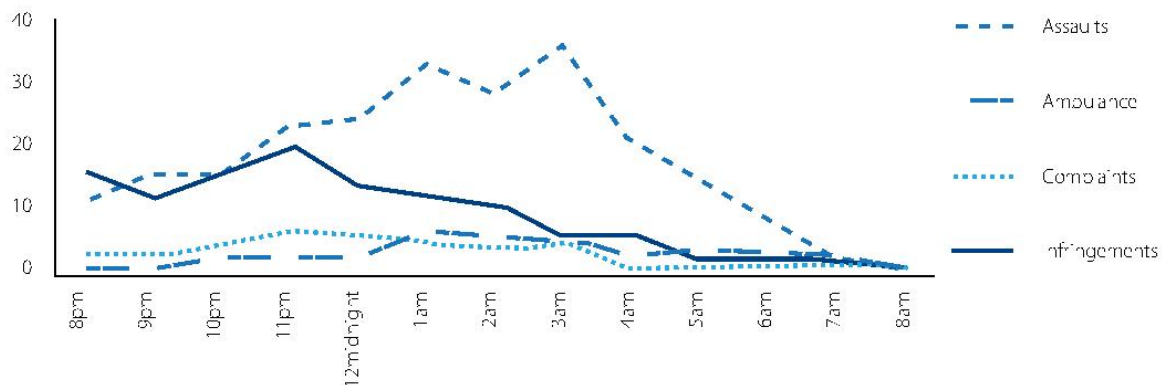


Figure 2: Peak times of alcohol-related harm: mode of data comparison

Key Messages:

1. Australian local governments have become more directly involved in managing local drug and alcohol issues over the past few decades.
2. The aftermath of alcohol intoxication impacts on the amenity and public safety of local government areas through higher rates of local violence, property damage, litter, bodily fluid spills, injuries and road crashes.
3. Australian local governments spend many millions of dollars per year on alcohol management; though have limited influence over the public health interventions with the strongest evidence, such as increasing alcohol's price, reducing its availability and regulating its marketing and promotion.
4. Local governments have a smaller role managing illicit drug issues as they are typically consumed in private spaces and primarily dealt with by police and welfare agencies.
5. The huge rise in heroin-related deaths during the 1990s demonstrated that local governments can play an important harm reduction role through public activities such as syringe collection and disposal, community coordination, education and mobilisation and providing opportunities to intercept pathways in (e.g. youth programs) and facilitate pathways out of illicit drug use (e.g. reducing stigma).
6. Local governments have the capacity to decrease alcohol-related harm via strategies such as licensing and regulation; land use and planning; workplace health; event management; community coordination, leadership and advocacy; community development, engagement and service delivery.
7. It is important that all tiers of government coordinate their efforts to reduce the risk of illicit drug and alcohol-related harms. Local governments' deep community networks and high local profile are valuable mechanisms that can help the successful implementation of state and national initiatives. The Victorian state government has recently provided local governments with additional powers to manage the volume of licensed venues in their neighbourhoods.
8. Local governments will need to manage the community impacts of these substances for the foreseeable future. The next phases of development include activities that promise to:
 - a. build new partnerships that support local governments' national platform for change,
 - b. develop more sophisticated methods of data collection, coordination and analysis (e.g. geocoding, time analysis),
 - c. encourage night time economies and attractions that are not alcohol dependent,
 - d. support for new methods of cost recovery, and
 - e. initiate research that leads to practical community outcomes (e.g. reducing pre-loading and violence in entertainment precincts).

Alcohol Management Package in 2007, which provides a series of tools to help officers develop community alcohol profiles, assess liquor licences, design safer environments and manage alcohol-related risks. They recommended the alcohol management plan be a whole-of-organisation umbrella policy that coordinates the policies of specific functions of local governments, such as those pertaining to licensed premises assessments, event management, lease or hire of premises, alcohol-related local laws and street parties.³⁶ An excellent example of an alcohol management strategy is provided by Wagga Wagga City Council.⁵

Conclusion

While Australian local governments' influence over some of the most effective harm-reduction strategies is limited, they are still able to exert a powerful local impact across a number of fronts and make an important contribution to early intervention and community mobilisation efforts. The past decade has seen local governments build a national platform for change, as networks such as the NLGDAAC have formed to exchange ideas and coordinate efforts. It is essential that this movement continues to build constructive partnerships with federal and state government authorities and taps into the work of other organisations and coalitions who share their ideals. It is also essential that a broad range of local governments participate in this movement, particularly those in the middle and outer metropolitan suburbs, regional, rural and remote areas. There is tremendous scope for local governments to join forces and develop resources on topics within their realm of control, such as designing a safe entertainment precinct; managing alcohol at festivals; working with the media on drugs and alcohol-related issues; and successfully appealing a licensing decision.

Local governments are now well positioned to develop more sophisticated methods of coordinating and using data (e.g. heat maps that are automatically updated with new data), consulting with their communities, promoting night-time economies that are less alcohol-dependent, refining outlet density controls, and trialling new methods of recouping some of the extra costs they expend on managing entertainment precincts. There is also the potential for a new current of research that addresses more refined aspects of some of the most important drug and alcohol-related issues facing local governments, such as assessing new community based interventions in local government settings, preventing pre-loading, underage drinking and drug and alcohol-related violence in entertainment precincts and in residents' homes.

People have used drugs and alcohol in Australian local government areas for centuries and there is no sign that this trend will abate soon. The overwhelming challenge for all tiers of government is to coordinate their harm-prevention efforts so that more Australians can return home safely after a good time out.

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Prevention Research Quarterly

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 State Government
Victoria

Department
of Health

● From: Dave Hollis <noagendamarket@gmail.com>
● Sent: Friday, 1 November 2013 8:29 PM
● To: David Lane
● Subject: Re: MPHWP
●

● The Queen has never given any assent to any Australian laws during
her reign. And certainly not
● in 1975. Stop lying to me.
●

● On Fri, Nov 1, 2013 at 7:21 PM, Dave Hollis
<noagendamarket@gmail.com> wrote:

● How can we have local councils yet also have a proposed referendum
to recognize local councils? You are nothing but criminals
● and we are going to arrest the lot of you.
●

● On Fri, Nov 1, 2013 at 6:08 PM, Dave Hollis
<noagendamarket@gmail.com> wrote:

● The people said no to local government by a majority and Bob Hawke
subsequently introduced
● an unlawful LGA 1989. Apart from this where is the treaty from the
original people that grants
● you any legitimacy ?
●

● On Fri, Nov 1, 2013 at 8:52 AM, David Lane
<David.Lane@latrobe.vic.gov.au> wrote:

● Dear David,
●

● Thank you for your email dated 31 October 2013, citing various
questions regarding the
● legitimacy of local government and in particular, Latrobe City
Council.
●

● I have enclosed a fact sheet produced by the Victorian Government
regarding the facts and
● myths around such matters.
●

● Regards,
●

● David Lane
● Acting Coordinator Healthy Communities
● Latrobe City Council
●

—
●
● [mailto: David.Lane@latrobe.vic.gov.au](mailto:David.Lane@latrobe.vic.gov.au)

● Direct: 03 5128 5675

● Mobile: 0499 474 917

● Fax: (03) 5128 5672

● Phone: 1300 367 700

● PO Box 264, Morwell 3840

● 141 Commercial Rd, Morwell 3840
●
●
●

● <http://www.latrobe.vic.gov.au/>
● From: Dave Hollis [mailto:noagendamarket@gmail.com]
● Sent: Thursday, 31 October 2013 2:15 PM
● To: David Lane
● Subject: Re: MPHWP

● I have a few questions I require answers to before you implement any more "plans" on my behalf

● :
●
● How can you exist lawfully when Section 52 of the constitution precludes states from making

● laws and only allows for commonwealth laws ?

● Doesn't this mean your legislation is not lawful and therefore void ?

● How can a subcontracting corporation illegally extort rates from landowners when you have no right to lawfully?

● Are residents part of your corporation and do you have a contract with them ?

● Are you a legally assented third tier of government for example are you government officials ?

● Are you public servants or employees of a corporation ?

● How can you hide behind the local government act? An act that was not assented and is unlawful?

● Only Federal Governments can extract taxes under high court decision of 1942 uniform tax case

● by judge Latham States Vs federal Gov over who has a right to tax ; For example rates (land tax)

● so how can a corporation charge you under contract law for a property owned by you ?

● Do you have a contract with me that you can show ?

● Are you aware that under fee simple rights rates are not payable and this is protected by section

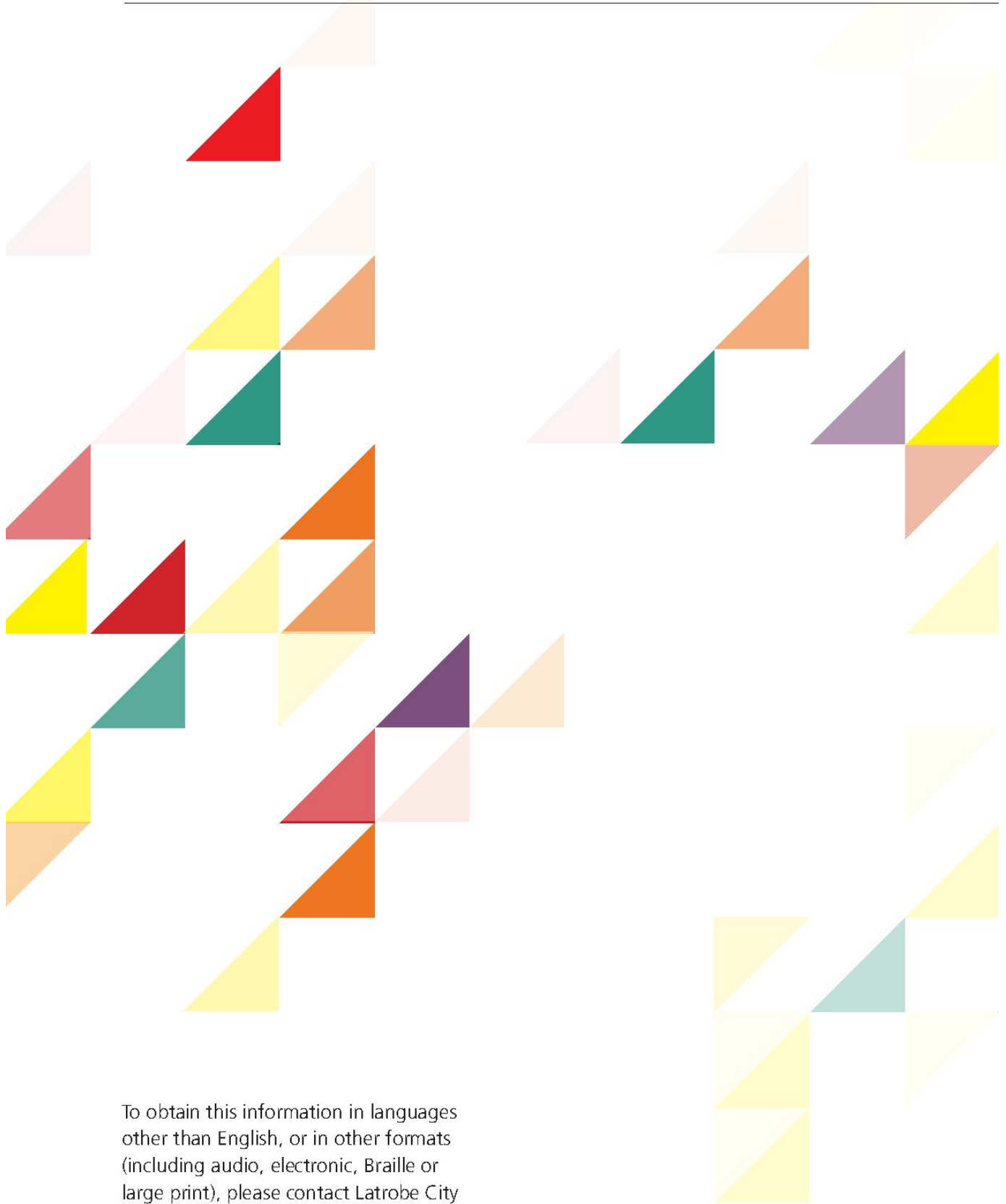
● 109 of the constitution ?

● What were the results of the referendum in 1988 ?

● David Hollis
● 28 Latrobe Rd
● Morwell

Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017





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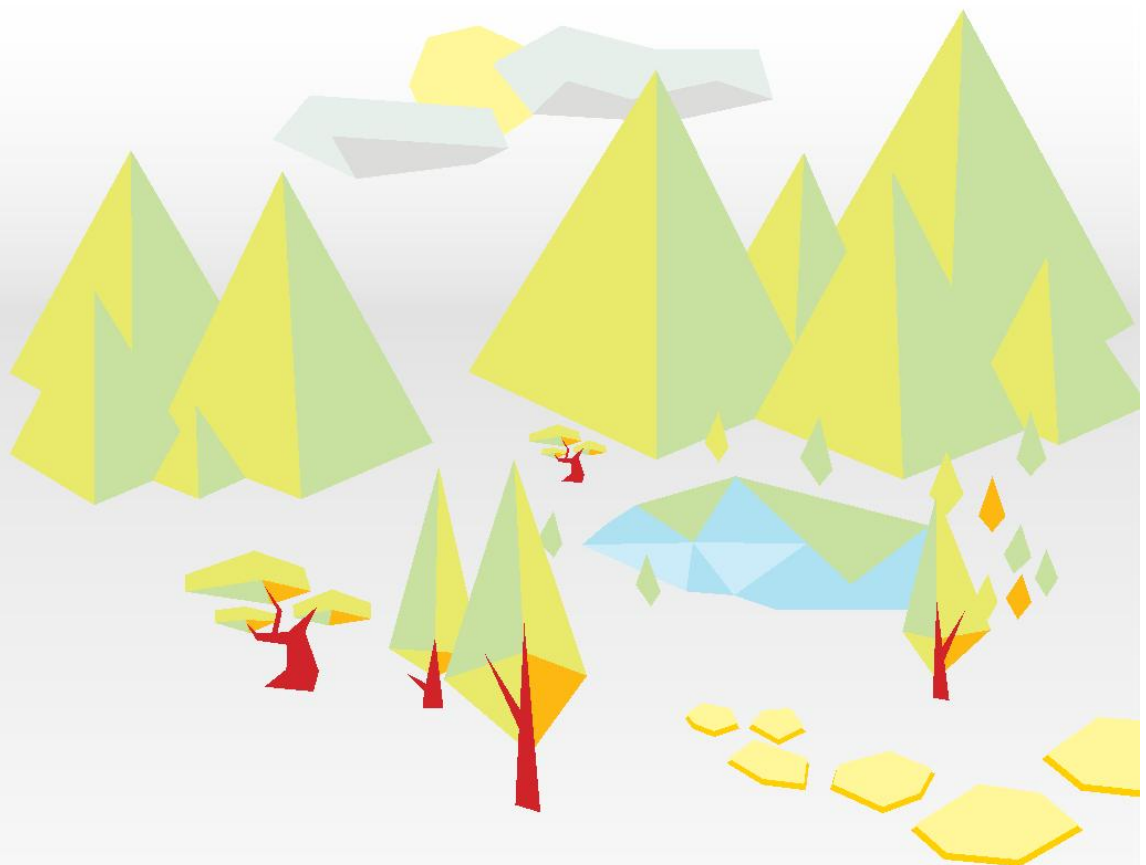
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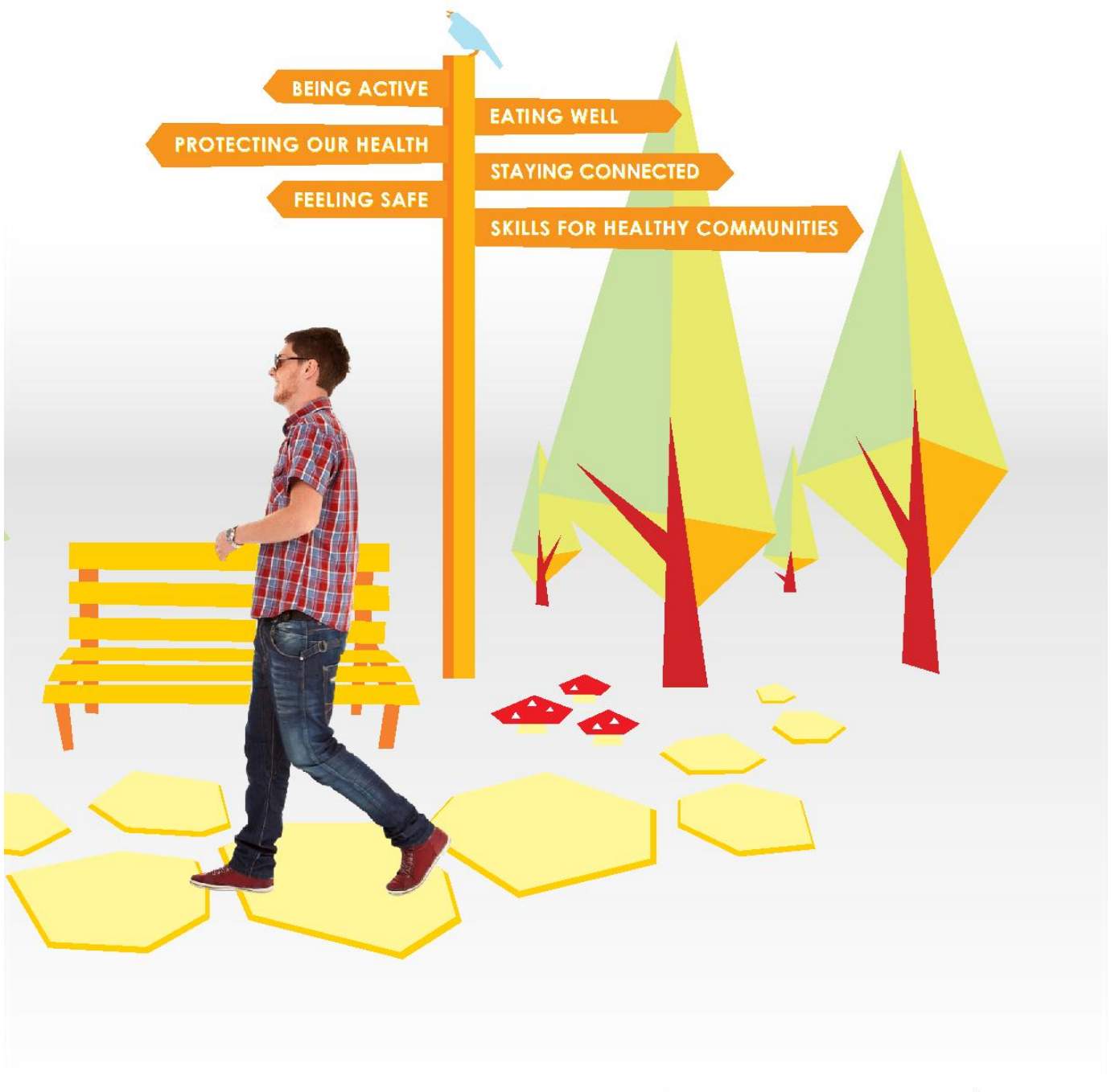


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Improved health and wellbeing are fundamental aims for all residents who live, learn, work and play in Latrobe City.





Latrobe City Council is committed to creating environments that support our community's health and wellbeing.







Message from the Mayor/Councillors

Improved health and wellbeing are fundamental aims for all residents who live, learn, work and play in Latrobe City. Latrobe City Council is committed to creating environments that support our community's health and wellbeing. The Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 demonstrates Council's commitment, and recognition of our role as a key partner in enabling community members to live in a diverse and equitable community where their health and wellbeing is a priority. Based on solid community consultation and research, our plan provides a clear plan of action to jointly address our community's health and wellbeing issues and aspirations over the next four years.

Developed with Federal and State Government priorities in mind, and in accordance with the *Victorian Public Health and Wellbeing Act 2008*, the plan builds upon existing health related strategies and programs as well as introducing new initiatives. It has also captured many of the excellent comments and ideas raised by our community partners and Council staff, highlighting that we all play a role in our community's wellbeing.

It also brings together all of Council's programs and functions, and is a tool for identifying where and how Council can work together with other stakeholders who share this goal.

Six strategic directions have been identified: Being Active, Eating Well, Protecting Our Health, Staying Connected, Feeling Safe and Skills For Healthy Communities. These Strategic Directions complement the core principals and objectives of Latrobe 2026 and the key themes in the 2013 – 2017 Council Plan, aligning and strengthening the three documents.

Encouraging and enabling people to lead healthy, active lives and providing them the opportunity to do so is our aim. The Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 is Council's commitment towards achieving this by working together with our community and partners to encourage and support health and wellbeing where people live, learn, work and play.

Background

Purpose of a Municipal Public Health and Wellbeing Plan

The aim of the Latrobe City Municipal Public Health and Wellbeing Plan (MPHWP) is to achieve maximum levels of health and wellbeing through identifying and assessing the actual and potential public health issues in the community and outlining strategies and actions to prevent or minimise them. It also aims to identify opportunities to support health and wellbeing through the four domains of Environments for Health: built, social, economic and natural environments.

The major emphasis of Latrobe City's MPHWP is the primary prevention of disease and promotion of wellbeing. The Plan aims to keep well people well and sets the strategic directions, objectives and strategies to promote health and wellbeing in the municipality. These will inform the operational processes

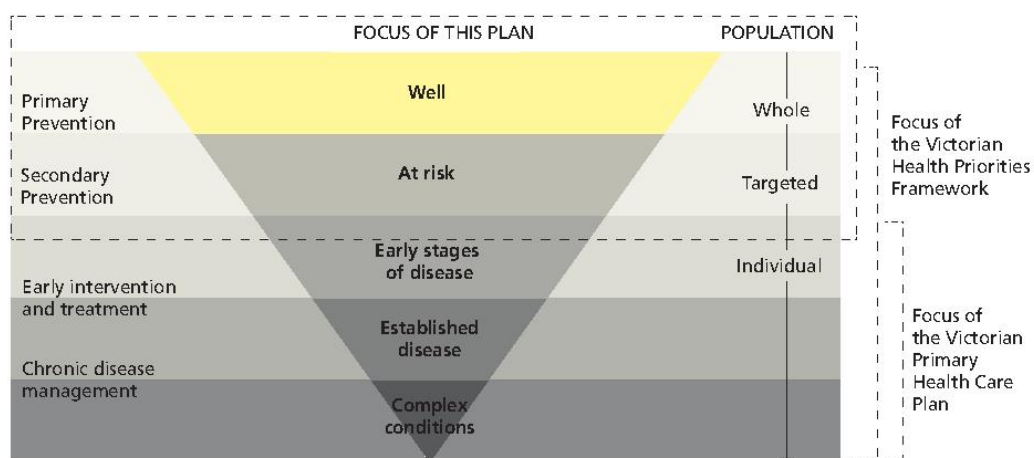
of council, other local organisations and local community activity.

Figure 1 is taken from the Victorian Public Health and Wellbeing Plan 2011 – 2015 and outlines the target population that Municipal Health and Wellbeing Plans should address.

Council's Role in Municipal Public Health and Wellbeing Planning

Council's role in Municipal Public Health and Wellbeing Planning is to bring together stakeholders around key public health and wellbeing focus areas, to lead and facilitate partnerships to develop local health planning priorities, and to support initiatives that promote positive health and wellbeing. It is not Councils role to meet all of the objectives in the plan, but to provide a point of coordination and oversight to plan and evaluate strategies that meet the objectives of the Plan.

Figure 1: Focus of the Victorian Public Health and Wellbeing Plan 2011 – 2015, Department of Health



Links to Council Planning

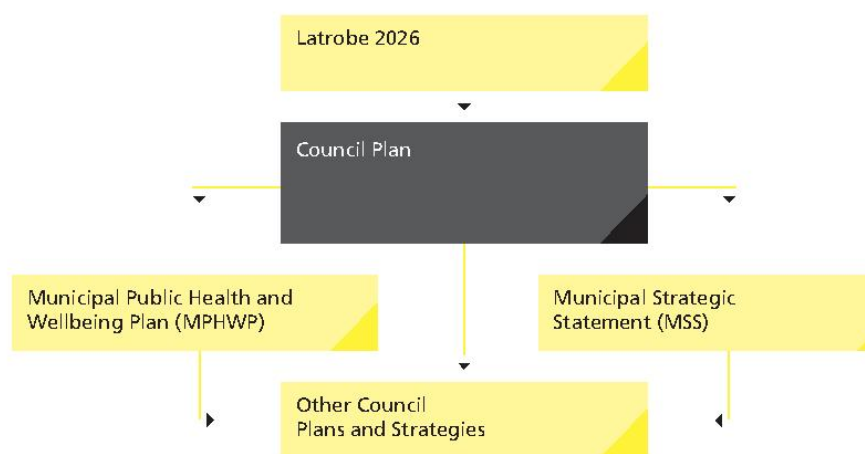
The Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 is aligned to the Council Plan 2013 – 2017. The Council Plan guides Council’s priorities over the next four years. Latrobe 2026: Our Community Vision has also been used as a guiding document in preparing the MPHWP.

In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership.

The Council Plan, MPHWP and the Municipal Strategic Statement (MSS) are all required by statute, and include key statements for articulating strategies about wellbeing and health within the governance responsibilities of local governments. (See Figure 2.)

The MSS details key strategic planning, land use, transport and development objectives and strategies for the municipality, and is clearly linked to the Council Plan. The MPHWP is the key health and wellbeing strategic planning document for the municipality. It is clearly linked to the Council Plan and will provide an evidence-based approach to preventative health and health promotion activities within Latrobe City. In addition, the MPHWP will ensure that concern for community health and wellbeing is integrated into the MSS.

Figure 2: Links to Council Plan



Development of the Latrobe City Municipal Public Health and Wellbeing Plan

Latrobe City's Municipal Public Health and Wellbeing Plan 2013 – 2017 was developed with the involvement of a broad range of stakeholders and community members. Each stage of the process included engagement, consultation and active feedback. The Plan was informed by:

- ▶ Latrobe City MPHWP Project Board and Project Assurance Group
- ▶ Latrobe City MPHWP Project Reference Group
- ▶ Demographic and health status information relating to Latrobe City and the region
- ▶ Research and policy supporting social model of health
- ▶ Internal and external stakeholders and the broader community through extensive consultation

Public Health and Wellbeing Act 2008 Guiding Principles

The *Public Health and Wellbeing Act 2008* includes principles as guidance in achieving the objectives of the Act. The guiding principles have been applied to the planning and development of the MPHWP. They are:

- a. Evidence-Based Decision Making** – The best available relevant and reliable evidence should be used to inform decisions regarding use of resources and selection of interventions that promote and protect public health and wellbeing.
- b. Precautionary Principle** – Where a health risk poses a serious threat, lack of full scientific certainty should not be used as a reason to postpone measures to prevent or control the risk.
- c. Primacy of Prevention** – That the prevention of disease, illness, injury, disability and premature death is preferable to remedial measures.

d. Accountability – Decisions relating to the Act should be made in transparent, systematic and appropriate ways that include promoting a good understanding of public health issues to Victorians, and providing opportunity to participate in policy and program development.

e. Proportionality – Decisions made and actions taken relating to the Act should be proportionate to the identified health risk sought to be prevented, minimised or controlled.

f. Collaboration – Public health and wellbeing, in Victoria and at national and international levels, can be enhanced through collaboration between all levels of government and industry, business, communities and individuals.

Partnerships

The MPHWP Project Reference Group was established to create a partnership approach to the development of the Plan. Its membership consisted of organisations and agencies which play a pivotal role in improving population health outcomes across Gippsland. Other key external stakeholders who will partner with Latrobe City in the implementation of this plan were consulted during the development process.

One of the fundamental principles of health promotion is the importance of partnerships and the role they play in creating environments that allow for healthy communities. Successful partnerships can take many forms and be established with a range of stakeholders including community members, community organisations, government and industry organisations.

Making use of and further developing existing partnerships allowed for a cooperative approach to the development the MPHWP.

Development of the Latrobe City Municipal Public Health and Wellbeing Plan *(continued)*

Governance

Internal governance structures, in accordance with Council's Project Governance Policy were established to guide the development of the plan. These consisted of the Latrobe City MPHWP Project Board, the Latrobe City MPHWP Project Assurance Group to support internal engagement and drive health and wellbeing planning within Council, and the Latrobe City MPHWP Project Reference Group. Chaired by the Mayor and comprising key community organisations, health services and Government departments, the Project Reference Group met monthly during the development of the Plan.

This group formed as a working group of Council's Social Planning for Wellbeing Committee and was responsible for the following actions:

- MPHWP development
- Development of a Review and Evaluation process (ref. p49)

Research

A research process was undertaken to determine the health and wellbeing priorities for Latrobe City. This included:

- A review of demographic and health information using Central West Gippsland Primary Care Partnerships Catchment Health and Wellbeing Profile, September 2012
- Research using the latest release of data from the Bureau of Statistics
- Consideration of best practice global initiatives/programs addressing health and wellbeing
- Relevant Federal and State policies, health priorities and frameworks
- Mapping of Latrobe City Council Business Plans
- Review of the former Latrobe City Health and Wellbeing Plan

The data profiling identified a number of key findings which contributed to the development of the Strategic Directions. The key findings have been included in the following pages against each Strategic Direction. The Latrobe City Municipal Public Health and Wellbeing Profile has been compiled and contains statistical information collected from a range of data sources.

Consultations

Involving the community and internal and external stakeholders was fundamental in understanding the health and wellbeing needs of Latrobe City. It also provided an opportunity to identify the strengths in the municipality and understand the challenges, along with building relationships that will be valuable in implementing the Plan.

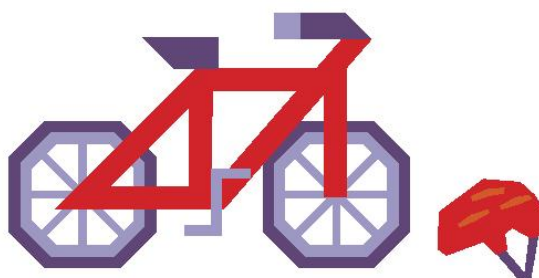
The aim was to listen to the community, and for the community members to listen to each other. The activities undertaken included:

- ▶ A series of consultation sessions (town meetings) held in different locations throughout the municipality
- ▶ Internal consultations with council staff
- ▶ Consultation with councillors
- ▶ Consultations with numerous local networks and committees
- ▶ Stakeholder consultations to ensure populations most 'at risk' are considered

A range of consultation techniques were used:

- ▶ Semi structured interviews (Internal/External Stakeholders)
- ▶ Web-based Feedback
- ▶ Structured Workshops (Internal/Community)

More than 230 people participated in 45 consultations over a nine week period. In all of the consultations, participants were asked three questions: *What does health and wellbeing mean to you? What is working well to support your community's health and wellbeing? What could we do differently to support your community's health and wellbeing?*



Development of the Latrobe City Municipal Public Health and Wellbeing Plan *(continued)*

The consultations generated qualitative data which was collated and then thematically analysed. This led to the identification of 25 main theme priority areas depicted below.

25 Main Priority Areas Identified

Alcohol	Accessible Information	Public Transport
Accessible Infrastructure	Immunisations	Safety
Council Communications	Infrastructure Supporting Physical Activity	Social Isolation
Community Connectedness	Mental Health	Social Inclusion
Drugs	Oral Health	Sexual and Reproductive Health
Financial	Partnerships	Tobacco
Using the Facilities We Have	Physical Activity	Volunteering
Healthy Eating	Parent Education	Workplace Health
Environmental Health		

The 25 priority areas were aligned with the MPHWP Data Profile (the factual statistical information) and the Council Plan themes and objectives, and grouped into six Strategic Directions.





Latrobe City Municipal Public Health and Wellbeing Plan

Strategic Directions

Based on the research and consultation process, six Strategic Directions have been identified which reflect the Community Vision within Latrobe 2026¹ and align with the Council Plan 2013 – 2017².

Being Active



Eating Well



Protecting Our Health



Staying Connected



Feeling Safe



Skills For Healthy Communities



The following pages describe the rationale for identifying the six Strategic Directions, how they link to the Latrobe City Council Plan 2013-2017, and identifies the objectives, measures of success and partners who will work together to implement the plan.

¹Latrobe 2026, The Community Vision for Latrobe Valley
http://www.latrobe.vic.gov.au/About_Council/Media_and_Publications/Planning_for_our_future/Latrobe_2026

²Latrobe City Council Plan 2013 - 2017
http://www.latrobe.vic.gov.au/About_Council/Media_and_Publications/Planning_for_our_future/Council_Plan

Being Active

Promote and support
a healthy, active and
connected community

- ▲ Increase participation in physical activity, recreation and leisure
- ▲ Increase the commitment of workplaces to strategically plan active environments for workers



Being Active

Promote and support a healthy, active and connected community

What the community said...

- ▲ "Exercising to maintain health"
- ▲ "The reservation of open space is great"
- ▲ "Latrobe City Leisure facilities are great"
- ▲ "Increase access to water in parks"
- ▲ "Create linear walking trails"
- ▲ "Establish more walking groups"

What the statistics say...

- ▲ The prevalence of overweight and obesity in Latrobe is 60.6%, which is (statistically) significantly higher than the state average
Victorian Population Health Survey 2008
- ▲ Latrobe City Residents aged 15 years and over are 1.7 per cent less active than their Victorian counterparts
Victorian Population Health Survey 2008
- ▲ One third of Latrobe residents (32.3%) reported sitting 7 hours or more per day, which is similar to the State average
Victorian Population Health Survey 2008
- ▲ Almost half of Latrobe residents (40.8%) had visited green space at least weekly in the previous three months, which is lower than the State average (50.7%)
Victorian Population Health Survey 2008

Links to Council Plan

Related Council Plan 2013–2017 Themes

**Appropriate, Affordable &
Sustainable Facilities, Services &
Recreation**

Planning for the Future

Council Plan 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

To provide a well-planned, connected and liveable community

Objective

Increase participation in physical activity, recreation and leisure

Measures of success**Measured yearly:**

Children and young people are being more active (NaSSDA and ASSAD*)

New residential areas are developed using 'healthy by design' principles (LCSP*)

An increase in walking and cycling on designated pathways, tracks and trails (LCROS*)

An increase in participation in Latrobe Leisure Centres activities (LCLC*)

Measured every three years:

Adult residents report an increase in sufficient time and sessions of physical activity (VPHS*)

Latrobe City parks, gardens, ovals and green spaces are being used by more residents (VIS*)

People report that they are sitting less during the day (VIS*)

Increase the commitment of workplaces to strategically plan active environments for workers

Measured yearly:

Workers report spending less time sitting for prolonged periods (HTL*)

More people are walking/cycling and using public transport to travel to and from work (DoT P&LI*)

*Measure of Success Data Source Legend is on Page 48

Partners who will work with the community toward achieving this:

Latrobe City Council, Latrobe Community Health Service, GippSport, Ramahyuck District Aboriginal Corporation.

Eating Well

Increase healthy eating and access to affordable, nutritious food



- ▲ Increase understanding of and opportunities for healthy eating
- ▲ Build the capacity of workplaces and food retail premises and restaurants to provide healthy food choices





Eating Well

Increase healthy eating and access to affordable, nutritious food

What the community said...

- ▲ "Having the right diet"
- ▲ "Having access to fresh, locally grown food"
- ▲ "Community Garden produce is sold and swapped"
- ▲ "Introduce Street Harvest Market"

What the statistics say...

- ▲ 88.45% of residents do not meet the dietary guidelines for vegetable consumption. *Victorian Population Health Survey 2008*
- ▲ More Latrobe residents consume soft drinks daily (18.6%) compared to the State average (12.4%). *Victorian Population Health Survey 2008*
- ▲ 6% residents ran out of food in the previous 12 months and couldn't afford to purchase more. *Victorian Population Health Survey 2008*
- ▲ Latrobe residents (67.3%) are just as likely to share a meal with family 5 days or more per week while the average in the State is (66.3%). *Victorian Population Health Survey 2008*
- ▲ 34.2% of residents are overweight and 19.7% are obese. *Victorian Population Health Survey 2008*

Links to Council Plan

Related Council Plan 2013–2017 Themes

**Appropriate, Affordable &
Sustainable Facilities, Services &
Recreation**

Council Plan Objectives

To promote and support a healthy,
active and connected community

Objective

Increase understanding of and opportunities for healthy eating

Measures of success**Measured every three years:**

More residents are eating the recommended daily serves of vegetables and fruit (VPHS, NHS*)

Improved oral health outcomes (VPHS, NHS*)

Less people are drinking sugary drinks (VIS*)

An increase in adults who share a meal with family 5 days or more a week (VIS*)

A decrease in overweight and obesity levels of residents (VIS*)

Measured every four years:

Increased access to drinking water fountains in public places and spaces (LCROS*)

Build the capacity of workplaces and food retail premises and restaurants to provide healthy food choices

Measured yearly:

More workplaces have healthy eating policies and initiatives (HTL*)

Measured every four years:

Food retail premises and restaurants are using healthier oils and providing healthy food choices (HTL, LCH*)

*Measure of Success Data Source Legend is on Page 48

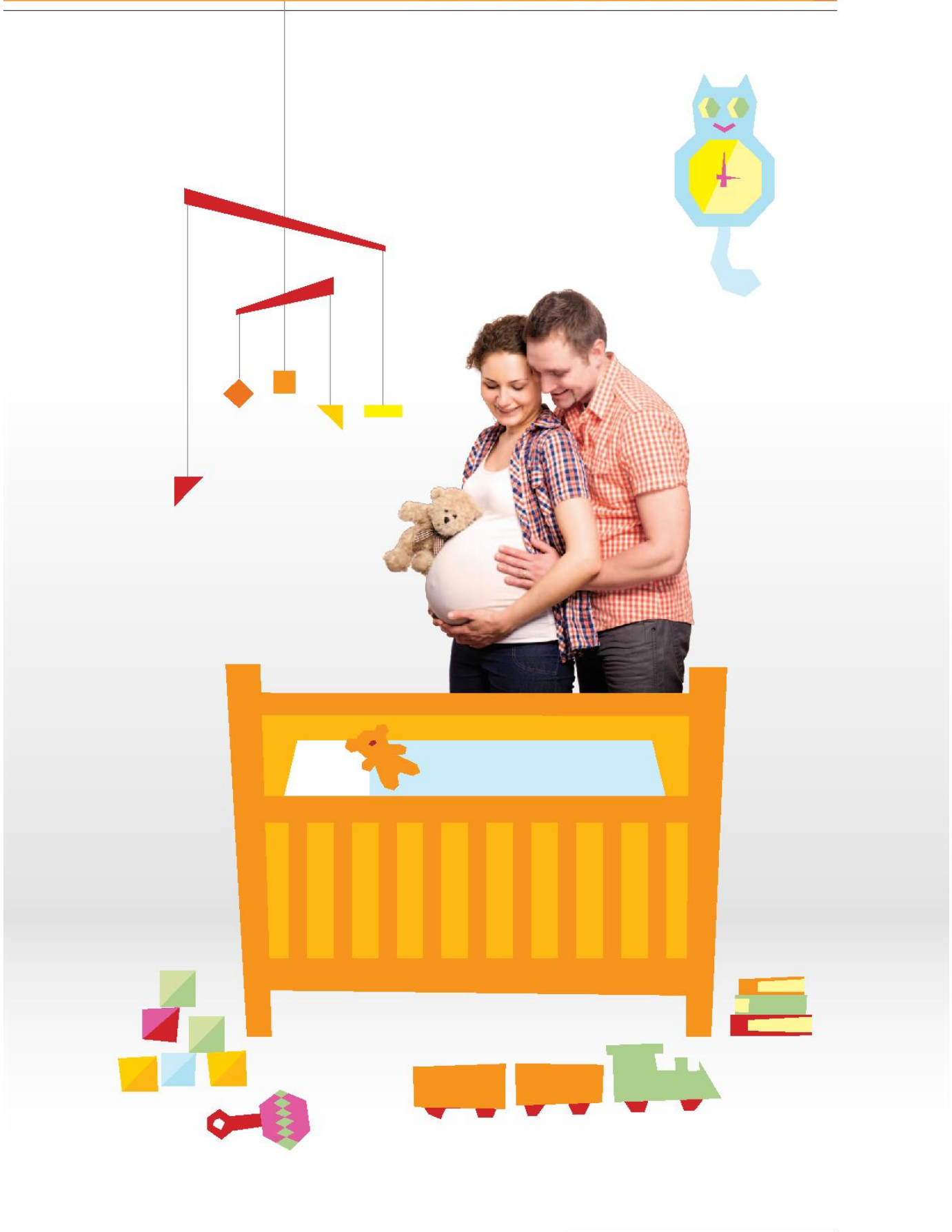
Partners who will work with the community toward achieving this:

Latrobe City Council, Latrobe Community Health Service, The Good Foundation, GippSport, Ramahyuck District Aboriginal Corporation, Dental Health Services Victoria.

Protecting Our Health

Promote and support healthy environments and positive public health

- ▶ Reduce the rates of smoking
- ▶ Increase the number of smoke free environments
- ▶ Reduce excessive alcohol consumption
- ▶ Minimize harm associated with the misuse of alcohol
- ▶ Maintain or increase the rates of immunisation
- ▶ Improve the awareness and knowledge of safe sexual practices for young people
- ▶ Minimise the harmful use of drugs



Protecting Our Health

Promote and support healthy environments and positive public health

What the community said...

- ▲ "Need more reduce smoking campaigns"
- ▲ "Alcohol and smoking are issues, particularly for young people"
- ▲ "Increase awareness of the risks of smoking"
- ▲ "Greater access to condoms and protection for safe sex"
- ▲ "Need to raise the rates of children immunised"

What the statistics say...

- ▲ 30.8% of adult males and 28.7% of adult females in Latrobe were classified as current smokers, higher than the Victorian average (21.4 and 16.9%) respectively.
Victorian Population Health Survey 2008
- ▲ 52.6% of residents consume alcohol at rates which place them at short-term risk of alcohol related harm.
Victorian Population Health Survey 2008
- ▲ Latrobe City has a higher rate of notified cases of Chlamydia (370 per 100,000) than Victoria (333 per 100,000). The 15-29 year age group is significantly represented in this statistic.
Department of Health 2012
- ▲ In Latrobe, 95% of children under 5 years of age are immunised.
Department of Health 2012

Links to Council Plan

Related Council Plan 2013-2017 Themes

**Appropriate, Affordable &
Sustainable Facilities, Services
& Recreation**

**Efficient, Effective &
Accountable Governance**

Council Plan 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 achieve the highest standards of financial probity and meet all statutory obligations

Objective**Measures of success**

Reduce the rates of smoking

Measured every three years:

The number of adult smokers is decreasing (VPHS*)

Increase the number of smoke free environments

Measured yearly:

More adult residents support smoke-free outdoor dining (VIS*)

An increase in council owned facilities including playgrounds, sporting infrastructure and public spaces that are designated smoke free (LCCRCCI:RL; LCCDRCCI:IO*)

Reduce excessive alcohol consumption

Measured every three years:

A reduction in adults who drink alcohol at harmful levels (VPHS*)

Minimize harm associated with the misuse of alcohol

Measured yearly:

A reduction in alcohol related assaults (VicPol – to be confirmed*)

A decrease in alcohol related violence in and around nightclub precincts (VicPol – to be confirmed*)

An increase in the number of community sport and recreation clubs who participate in and progress through the Good Sports Program levels (GippSport, Australian Drug Foundation)

Maintain or increase the rates of immunisation

Measured yearly:

A high level of immunisation status for children is maintained (ACIR*)

An increase in immunisation rates for Year 7 Hepatitis B, Varicella and HPV and Year 10 dTpa (DoH, CCV*)

Improve the awareness and knowledge of safe sexual practices for young people

Measured every three years:

Chlamydia rates for young people are reducing (DoH*)

The number of teenage pregnancies are reducing (DoH*)

Minimise the harmful use of drugs

Measured yearly:

A reduction in illicit drug-related Emergency Department (ED) presentations (VEMD*)

*Measure of Success Data Source Legend is on Page 48

Partners who will work with the community toward achieving this:

Latrobe City Council, Latrobe Community Health Service, GippSport, Department of Health, Australian Drug Foundation, Gippsland Women's Health Service, Gippsland Medicare Local, Victoria Police

Staying Connected

Promote and support an active, diverse and connected community

- ▶ Improve awareness and knowledge of mental health and wellbeing in the community
- ▶ Support activities and events that build community and social networks
- ▶ Ensure access and equity for all groups in the community



Staying Connected

Promote and support an active, diverse and connected community

What the community said...

- ▲ "Feeling part of your community"
- ▲ "Participating and contributing to your community"
- ▲ "There are a lot of community activities to get involved with"
- ▲ "Good social connections through Neighbourhood Houses"

What the statistics say...

- ▲ 77.7% of Latrobe residents reported satisfactory wellbeing which is similar to the State average (77.5%).
VicHealth Indicator Survey 2011
- ▲ 60.8% of males and 54.3% of females in Latrobe were classified as having low level psychological distress. There were no differences in distress levels between the City and Victoria overall or between males and females in Latrobe.
Victorian Population Health Survey 2008
- ▲ 49.3% of Latrobe residents reported an adequate life-work balance which is lower than the State average (53.1%).
VicHealth Indicator Survey 2011
- ▲ Latrobe community's acceptance of diverse cultures is significantly less (41.4%) than the State average (50.6%).
VicHealth Indicator Survey 2011
- ▲ 91% of Latrobe residents can get help from friends, family or neighbours when needed.
Indicators of Community Strength for Latrobe LGA, 2008

Links to Council Plan

Related Council Plan 2013–2017 Themes

Appropriate, Affordable & Sustainable Facilities, Services & Recreation

Planning for the future

Council Plan 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

To provide a well planned, connected and liveable community

Objective

Improve awareness and knowledge of mental health and wellbeing in the community

Support activities and events that build community and social networks

Ensure access and equity for all groups in the community

Measures of success**Measured every three years:**

Higher levels of wellbeing are reported by adult residents (VIS*)

An improvement in adults feeling less anxious or depressed (VPHS*)

An improved rate of good health is reported by adult residents (VPHS*)

Measured every three years:

Adults are spending more time with family and friends (VIS*)

Adults report a good family life and work balance (VIS*)

An increase in internet access at home (VIS*)

Measured every three years:

The community reports high level of acceptance of diverse cultures (VIS*)

*Measure of Success Data Source Legend is on Page 48

Partners who will work with the community toward achieving this:

Latrobe City Council, Latrobe Regional Hospital – Gippsland Mental Health Services, Department of Education and Early Childhood Development, Gippsland Medicare Locals, GippSport, Ramahyuck District Aboriginal Corporation, Gippsland Multicultural Services.

Feeling Safe

Promote and advocate for a safe and diverse environment

- ▲ Increase safety perceptions among the community
- ▲ Reduce the incidence of family violence in the community
- ▲ Maintain or improve the safety of public facilities and amenities
- ▲ Reduce the incidence of childhood injury



Feeling Safe

Promote and advocate for a safe and diverse environment

What the community said...

- ▲ "Decrease levels of alcohol induced violence"
- ▲ "Ensure pathways are well lit"
- ▲ "Promote safe walking to school"
- ▲ "Provide education around domestic violence"

What the statistics say...

- ▲ The perception of feeling safe walking alone during the night is lower for Latrobe residents (62.1%) than for the State average (70.3%).
VicHealth Indicator Survey 2011
- ▲ Latrobe residents perception of safely walking during the day is high (95.1%) and similar to the State average (97.0%).
VicHealth Indicator Survey 2011
- ▲ Latrobe has a much higher rate of family incidents (2461 per 100,000 population) compared to Victoria (910 per 100,000 population).
Victoria Police 2011/12 Crime Statistics
- ▲ Falls were the most common cause of injury (35%) of cases presenting at the emergency department, followed by struck/collisions with an object (20%) and injury from cutting/piercing objects (16%), while most presentations were young children and young adults.
Monash University Accident Research Centre

Links to Council Plan

Related Council Plan 2013-2017 Themes

**Appropriate, Affordable &
Sustainable Facilities, Services
& Recreation**

Planning for the Future

Council Plan Objectives

To promote and support a healthy, active and connected community

To enhance the visual attractiveness and liveability of Latrobe City

To provide a well-planned, connected and liveable community

Objective**Measures of success**

Increase safety perceptions among the community

Measured yearly:

8 communities have developed Local Emergency Action Plans (LCCCD*)

Urban planning applications are of a high quality design and comply with Crime Prevention Through Environmental Design criteria (LCSP*)

Continued reaccreditation as a World Health Organisation International Safe Community

Measured every three years:

More adults report feeling safe walking in their local area at night and during the day (VIS*)

Reduce the incidence of family violence in the community

Measured every three years:

More adults are prepared to take action in domestic violence incidents (VIS*)

Reduction in family incident reports (VicPol – to be confirmed*)

Reduction in family incident reports where children are present (VicPol – to be confirmed*)

Maintain or improve the safety of public facilities and amenities

Measured yearly:

Council facilities comply with relevant safety standards (LCCRC*)

Reduce the incidence of childhood injury

Measured yearly:

A reduction in childhood injuries (MUARC*)

An increase in the number of playgrounds complying with the Australian Standards for playground equipment design and construction (LCCRCCL:IO *)

All children's facilities comply with standards under the Education and Care Services National Law Act and Regulations 2012 (LCCCF*)

*Measure of Success Data Source Legend is on Page 48

Partners who will work with the community toward achieving this:

Latrobe City Council, Gippsland Women's Health Service, Latrobe Community Health Service, Victoria Police, Ramahyuck District Aboriginal Corporation, Gippsland Multicultural Services

Skills For Healthy Communities

Recognise and harness the skills of Latrobe City residents and organisations for the advancement of our economy and community.

- ▲ Build the capacity of organisations and community groups to deliver health and wellbeing outcomes
- ▲ Increase opportunities for residents to participate in community action and volunteering



Skills For Healthy Communities

Recognise and harness the skills of Latrobe City residents and organisations for the advancement of our economy and community.

What the community said...

- ▲ "Unemployment is a key issue driving poor behaviours"
- ▲ "Need to look at utilising people with disabilities for employment and volunteering"
- ▲ "Provide parenting courses"
- ▲ "Increase the number of young people who volunteer"

What the statistics say...

- ▲ Interventions that combine health education with changes to the school physical and social environment and have family or community involvement are more likely to be effective at improving health and educational outcomes with an education component alone.
(Lister Sharp et al., 1999; St Leger et al., 2010)
- ▲ One third of Latrobe residents (32.3%) reported sitting 7 hours or more per day, which is similar to the State average.
Victorian Population Health Survey 2008
- ▲ Almost one third of Latrobe residents volunteer once or more per month (35.0%) which is similar to the State average (34.3%).
VicHealth Indicator Survey 2011
- ▲ Citizen participation and engagement in Latrobe in the last year was significantly higher (61.4%) than the State average (50.5%).
VicHealth Indicator Survey 2011

Links to Council Plan

Related Council Plan 2013-2017 Themes

**Job Creation & Economic
Sustainability**

**Advocacy For & Consultation
with Our Community**

Council Plan Objectives

Actively pursue and support long term job security and the creation of new employment opportunities in Latrobe City

To advocate for and support cooperative relationships between business, industry and the community

Objective

Build the capacity of organisations and community groups to deliver health and wellbeing outcomes

Measures of success**Measured yearly:**

Workplaces, early childhood education and care services, primary and secondary schools are registered with and actively involved in the Healthy Together Victoria Achievement Program (HTVAP*)

Sport and recreation clubs are actively involved in Healthy Sporting Environments (GippSport*)

Latrobe City Council staff and partner organisations have increased skills to develop, implement and promote health and wellbeing policies (HTL*)

Organisations in Latrobe work together to improve health and wellbeing for residents (HTL*)

Measured every three years:

Levels of volunteering by residents has increased (VIS*)

Residents participation in community action and change has increased (VIS*)

*Measure of Success Data Source Legend is on Page 48

Partners who will work with the community toward achieving this:

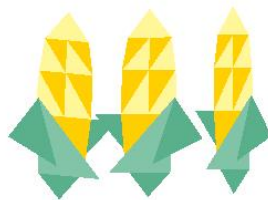
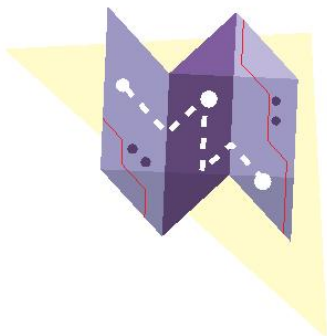
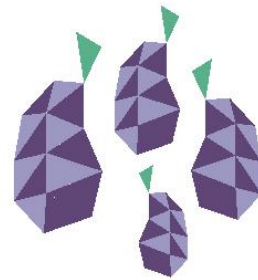
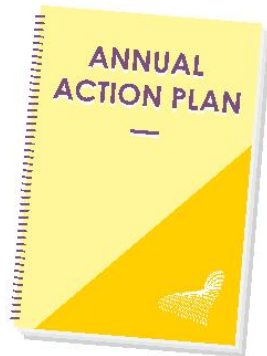
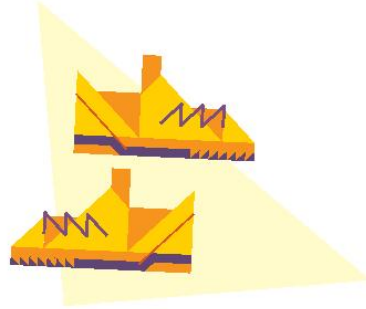
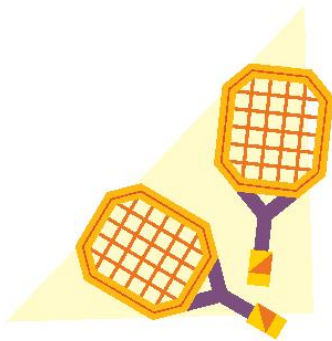
Latrobe City Council, Latrobe Community Health Service, GippSport, Department of Health, Department of Education and Early Childhood Development.

Implementation

Annual Action Plans will be developed outlining the actions that Latrobe City Council, and its key partners will undertake to meet the objectives of this Plan.

The responsibility for the delivery of the actions occurs within Latrobe City Council at a business unit level, and through our stakeholders and partners who will collaboratively work with Council, the community and other organisations to deliver the best possible outcome for Latrobe City.

A partnership between Latrobe City Council and Latrobe Community Health Service which will be important in the delivery of the Strategic Directions is Healthy Together Latrobe. This partnership will work towards encouraging healthy eating, increasing levels of physical activity and reducing rates of smoking.



Measures of Success

The measures of success were developed after considering what data sources are relevant and available, and whether they appropriately provide a measurement of the MPHWP objectives. The data sources used will be:

Abbreviation	Data Source Title	Abbreviation	Data Source Title
VIS	VicHealth Indicators Survey	DHSV	Dental Health Services Victoria
NaSSDA	Healthy Together Victoria Preventive Health Data Profile National Secondary Students Diet and Activity Survey	LCC RCCIRL	Latrobe City Council – Recreation, Culture and Community Infrastructure, Recreation Liveability Team
ASSAD	Healthy Together Victoria Preventive Health Data Profile Australian School Students Alcohol and Drug Survey	WHO	World Health Organisation Accreditation as an International Safe Community
LCSP	Latrobe City Council – Statutory Planning Team	GippSport	GippSport
HTL	Healthy Together Latrobe Team	DOH	Department of Health
LCROS	Latrobe City – Recreation and Open Space Planning Team	LCCCD	Latrobe City Council Community Development Team
LCLC	Latrobe City – Leisure Centres Team	LCCRC	Latrobe City Council Risk and Compliance
VPHS	Victorian Population Health Survey	MUARC	Monash University Accident Research Centre
HTVPHDP-NHS	Healthy Together Victoria Preventive Health Data Profile: National Health Survey	HTVAP	Healthy Together Victoria Achievement Program
DoT P&LI	Department of Transport Planning & Local Infrastructure	CCV	Cancer Council Victoria
VEMD	Victorian Emergency Minimum Dataset – Public Hospital Admissions only. Department of Health	LCC RCCIO	Latrobe City Council – Recreation, Culture & Community Infrastructure, Infrastructure Operations Team
LCH	Latrobe City Council Environmental Health Team	ACIR	Medicare – Australian Childhood Immunisation Register
ADF	Australian Drug Foundation	LCCCFS	Latrobe City Council - Child and Family Services Team
VicPol	Victoria Police		

Review and Evaluation

The MPHWP Project Reference Group has developed a review and evaluation process for the Plan. The MPHWP Project Reference Group is a working group of the Social Planning for Wellbeing Committee which is a standing committee of Council.

This process ensures that the MPHWP annual Action Plans will be reviewed each year to evaluate the effectiveness of the annual action plan.

Some measures of success listed against the Strategic Direction objectives can be obtained yearly, while others are only accessible every three years or every four years. The yearly measures of success will be collated annually and, along with the Action Plan review, be used to guide the development of the following years Action Plan.

At the completion of each annual review, a report will be provided to Council, stakeholders and community.

The Latrobe City Municipal Public Health and Wellbeing Profile will also be reviewed and updated on a regular basis as new data becomes available.

In 2016/17 an evaluation of the four year MPHWP will be undertaken to ascertain successful outcomes and areas for further consideration in the 2017 – 2021 MPHWP.

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Glossary

Healthy Together Latrobe

Healthy Together Latrobe is a part of Healthy Together Victoria. Healthy Together Victoria aims to improve people's health where they live, learn, work and play. It focuses on addressing the underlying causes of poor health in children's settings, workplaces and communities to strengthen Victoria's prevention system. The focus is on encouraging healthy eating and physical activity, and reducing smoking and harmful alcohol use. (<http://www.health.vic.gov.au/prevention/healthytogether.htm>)

Healthy Together Victoria Achievement Program

The Achievement Program is a Healthy Together Victoria initiative. It is implemented through the Centre of Excellence in Intervention and Prevention (CEIPS) and supports early childhood education and care services, schools and workplaces and workforces to create healthy environments for learning, working and living. (<http://achievementprogram.healthytogether.vic.gov.au/>)

The Good Foundation

The Good Foundation was established in 2010 to focus on programs and projects that promote good health and nutrition, with the first priority program being Jamie's Ministry of Food Australia. (<http://www.thegoodfoundation.com.au/about-us/>)

GoodSports

Good Sports provides free support to sporting clubs to change their culture and reduce high risk drinking. Under the program, clubs will focus more on young people, families and sport participation and less on drinking alcohol. (<http://goodsports.com.au/about/>)

Healthy Sporting Environments

The Healthy Sporting Environments program is a VicHealth initiative to support sports clubs to become healthier, welcoming and more inclusive. It is implemented through GippSport. (<http://www.vichealth.vic.gov.au/Programs-and-Projects/Healthy-Sporting-Environments.aspx>)

Healthy by Design

In Victoria, Healthy by Design engages municipal councils to increase environmental support and opportunities for people to be physically active in their daily lives by highlighting the benefits of integrating health into planning. Councils incorporate the message through unique initiatives and programs that, in a variety of ways, enable people to be active in their local community. (<http://www.heartfoundation.org.au/driving-change/current-campaigns/local-campaigns/Pages/victoria-healthy-design.aspx>)

Crime Prevention Through Environmental Design

Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring crime through environmental design. Strategies rely upon the ability to influence offender decisions by designing the built environment in ways that deter a criminal act.

Environments for Health

The Environments for Health framework embraces a systems approach in municipal public health and wellbeing planning that promotes health and wellbeing through the built, social, economic and natural environments.



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Appendices

Appendix 1

The Context

This appendix provides an overview of the legislative and policy context encompassing the MPHWP.

National

National Health Priority Areas

The National Health Priority Areas (NHPA) initiative was Australia's response to the World Health Organisation's global strategy *Health for All by the year 2000* and its subsequent revision.

It is a program of collaborative action between Commonwealth and State and Territory governments, non-government organisations, health experts, clinicians and consumers, for specific diseases and conditions that have been identified because they contribute significantly to the burden of illness and injury in the Australian community.

There are currently nine NHPA's:

- ✦ Cancer control
- ✦ Cardiovascular health
- ✦ Injury prevention and control
- ✦ Mental health
- ✦ Diabetes mellitus
- ✦ Asthma
- ✦ Arthritis and musculoskeletal conditions
- ✦ Obesity
- ✦ Dementia

The initiative is overseen by the National Health Priority Action Council who believes that by targeting specific areas that impose high social and financial costs on Australian society, collaborative action can achieve significant and cost-effective advances in improving the health status of Australia. The diseases and conditions targeted under the NHPA initiative were chosen because through appropriate and focussed attention on them, significant gains in the health of Australia's population can be achieved.

(Source: <http://www.aihw.gov.au>)

International Safe Communities

The World Health Organisations Safe Communities concept is an evidence-based best practice model for addressing community safety issues at the local level. It incorporates both general health promotion concepts and strategies for grass-roots level participation.

The essential themes behind the framework are to reduce injury and promote safety and well-being for all citizens in a community.

Latrobe City Council has maintained its designation by the World Health Organisation as an International Safe Community since 1997.

National Preventative Health Strategy

The National Preventative Health Strategy provides a blueprint for tackling the burden of chronic disease currently caused by obesity, tobacco use, and excessive consumption of alcohol. It is directed at primary prevention and addresses all relevant arms of policy and all available points of leverage, in both the health and non-health sectors.

(Source: <http://www.preventativehealth.org.au>)

Victorian

Victorian Public Health and Wellbeing Act 2008 (PH&WB Act)

The PH&WB Act requires that State Government develop a plan to identify public health and wellbeing priorities for the state of Victoria every four years. The *Victorian Public Health and Wellbeing Plan 2011 – 2015* fulfils this requirement.

Section 26 of the *Public Health and Wellbeing Act 2008* requires local government to prepare a Municipal Public Health and Wellbeing Plan (MPHWP) within 12 months of each general election of the council. The MPHWP is a strategic plan that sits alongside and integrates with a number of key council documents including the:

- ▲ Latrobe 2026
- ▲ The Council Plan 2013 – 2017, and
- ▲ Council Land Use Plan required by the Municipal Strategic Statement (MSS)

Appendix 1 *(continued)*

The Act also requires that the MPHWP:

- ▶ Has regard to the Victorian Public Health and Wellbeing Plan, and
- ▶ Is reviewed annually (Public Health and Wellbeing Act 2008 (Vic), s.26)

Victorian Health and Wellbeing Plan 2011 – 2015

The aim of the Victorian Health and Wellbeing Plan 2011 – 2015 is to improve the health and wellbeing of Victorians by engaging communities and strengthening systems for health protection, health promotion and preventative healthcare across all sectors and levels of government. The plan outlines the wide range of contributors and mechanisms for coordinated planning, policy alignment and program coordination, and recognises Municipal Public Health and Wellbeing Plans as a key mechanism for delivering a system that is responsive to people's needs at the community level. (Source: <http://www.health.vic.gov.au/localgov/municipal-planning.htm>)

Victorian Health Priorities Framework

The Victorian Government released the *Victorian Health Priorities Framework 2012 – 2022* in May 2011, laying out a clear, coordinated agenda for the future of the Victorian health system. The framework articulates the key outcomes, principles and priorities for the healthcare system for the next 10 years. (Source: <http://www.health.vic.gov.au/healthplan2022/rural.htm>)

The Victorian Health Priorities Framework provides the foundation for the *Rural and Regional Health Plan*. It has been applied to the rural and regional health system to drive the development of key actions that will deliver services in rural and regional Victoria that are more responsive to people's needs and rigorously informed and informative. (Source: <http://www.health.vic.gov.au/healthplan2022/rural.htm>)

Healthy Together Latrobe

The Healthy Together Communities strategy has been jointly funded by the Victorian Government and the Australian Government through the *National partnership agreement for preventative health* (NPAPH). The strategy aims to find new ways of working between local government and community partners to maximise the potential of preventative health interventions.

Appendix 3

Community Consultation Findings Report

The importance of consultation is established under the *Victorian Public Health and Wellbeing Act 2008* in Section 26 and provides for the involvement of local communities in the development, implementation and evaluation of the public health and wellbeing plan – achieved through extensive community consultations.

Involving the community and internal and external stakeholders was fundamental in understanding the health and wellbeing needs of Latrobe City.

It also provided an opportunity to identify the strengths in the region and understand the challenges, along with building relationships that will be valuable in implementing the identified actions.

The community consultation phase entailed a range of activities designed to strengthen the contribution of community and key stakeholders into the Plan's development.

How was the consultation process conducted?

The consultation process was developed using a range of methodologies that would appeal to, and be accessible to, many groups and individuals in the community. The consultation techniques used included:

- ▀ Review of the current Health and Wellbeing Plan
- ▀ Semi-structured interviews (Internal/External Stakeholders)
- ▀ Web-based Feedback
- ▀ Structured Workshops (Internal/Community)

Conducting a review of the actions from the current Health and Wellbeing Plan assisted with generating interview questions to guide the internal stakeholder discussions.

Consultation principles observed

The consultation process was guided by the following agreed principles:

1. *Integrity*: engagement and communication will be open, honest and undertaken with integrity.
2. *Diversity*: engagement and communication will actively encourage a diverse range of perspectives.
3. *Informed decision making*: engagement and communication will build capacity and support informed decision making.
4. *Influence*: engagement and communication will ensure that local community members are able to influence local decisions.

Issues/themes were explored through a process focussing on the following three key questions:

1. What does health and wellbeing mean to you?
2. What is working well to support your community's health and wellbeing?
3. What could we do differently to support your community's health and wellbeing?

When was the consultation process?

The consultation process was conducted over a nine week period from the end of March 2013 to the end of May 2013.

Who was involved?

45 consultations were conducted, including:

- 22 community consultations
- 10 external stakeholder consultations
- 13 internal stakeholder consultations

232 participants were involved.

A profile of those involved in the consultations

- Composition of workshops
 - 120 participants attended and contributed to the community consultations
 - 50 participants attended or contributed to the external stakeholder consultations
 - 62 internal stakeholders have contributed to the consultations

Appendix 3 *(continued)*

- ▲ Gender
 - Over half (63%) of the participants were female (117) compared to 37% being male (69)
- ▲ Age
 - All age groups provided feedback in the community consultations
 - The most common age of participants was between 35 – 49 age bracket (65)
 - This was followed by 50 -59 year olds (41), 25 – 34 year olds (28) and 60 – 69 year olds (22)
 - The least represented age of participants was the early years (0 – 11) (1) and the elderly (85+) (4)
- ▲ Communities
 - All communities across Latrobe City were represented
 - Morwell had the largest representation with 37 % although this is slightly skewed due to internal consultations and staff noting their locations as Morwell
 - Moe represented 12% (23) and Traralgon 9 % (16)
 - Churchill (4) and Tyers (3) had a low representation with Traralgon South having no representation.

Overall, a broad age range of participants contributed to the development of the Municipal Public Health and Wellbeing Plan, most were from Latrobe City's larger towns and more females than males took part.

The Three Questions Asked

Q1. What Does Health and Wellbeing Mean to You?

Q2. What is Working Well to Support Your Community's Health and Wellbeing?

Q3. What Could We Do Differently to Support Your Community's Health and Wellbeing?

What were the findings?**Q1. What Does Health and Wellbeing Mean to You?****Purpose of Question**

The purpose of this question was to gauge participants understanding of the meaning of health and wellbeing, and to get them thinking about what health and wellbeing means to them and their community.

Consultation Findings

Out of the 45 consultations conducted:

- ▶ Community connectedness was discussed at 13 of the 45 consultations
- ▶ 14 out of the total 25 priority areas identified were discussed in relation to this question
- ▶ Participants identified their perceptions of health and wellbeing as strongly relating to:
 - Community connectedness
 - Physical activity
 - Healthy eating

Most Common Themes Raised

The most common themes raised included:

- ▶ Community Connectedness (13)
 - “Feeling part of your community”
 - “Participating and contributing to your community”
- ▶ Physical Activity (6)
 - “Exercising to maintain health”
 - “Sport”
 - “Having fitness”
- ▶ Healthy Eating (5)
 - “Having the right diet”
 - “Having access to fresh, locally grown food”

Appendix 3 *(continued)*

Q2. What is Working Well to Support Your Community's Health and Wellbeing?

Purpose of Question

The purpose of this question was to give participants an opportunity to discuss the positive health and wellbeing aspects of their community, and to find out what was working well so we can continue to build on it.

Consultation Findings

Out of the 45 consultations conducted:

- ▶ Community connectedness was discussed at 13 of the 45 consultations
- ▶ 11 out of the total 25 priority areas identified were discussed in relation to this question
- ▶ Participants identified that the following areas were working well to support their community's health and wellbeing
 - Community connectedness
 - Healthy eating
 - Physical activity
 - Infrastructure supporting physical activity

Most Common Themes Raised

The most common themes raised included:

- ▶ Community Connectedness (13)
 - “There are a lot of community activities to get involved with”
 - “Good social connections through Neighbourhood Houses”
- ▶ Healthy Eating (11)
 - “Happy with access to fresh produce”
 - “Community Garden produce is sold and swapped”
- ▶ Physical Activity (7) and Infrastructure (7)
 - “The reservation of open space is great”
 - “Latrobe City Leisure facilities are great”

Q3. What Could We Do Differently to Support Your Community's Health and Wellbeing?

Purpose of Question

The purpose of this question was to give participants an opportunity to provide feedback on possible improvements to aspects of health and wellbeing within their community and to gain data on where we might need to take action.

Consultation Findings

Out of the 45 consultations conducted:

- Healthy Eating was discussed at 25 of the 45 consultations
- 24 out of the total 25 priority areas identified were discussed in relation to this question
- Participants identified the following areas as those we could improve to support our community's health and wellbeing
 - Healthy eating
 - Physical activity
 - Infrastructure supporting physical activity

Most Common Themes

The most common themes raised included:

- Healthy Eating (25)
 - "Introduce Street Harvest Market"
 - "Link Community Gardens with Foodbank"
- Infrastructure Supporting Physical Activity (18)
 - "Increase access to water in parks"
 - "Create linear walking trails"
 - "More accessible exercise stations"
- Physical Activity (21)
 - "Establish more walking groups"
 - "Reduce costs to access Leisure Centres"

Acknowledgements

The following individuals and groups are acknowledged for their participation and input into the development of the Latrobe City Municipal Public Health and Wellbeing Plan:

The large number of individuals and community members who provided input through community consultations.

Members of the Municipal Public Health and Wellbeing Plan Project Assurance Group.

Members of the Municipal Public Health and Wellbeing Plan Reference Group: Central West Gippsland Primary Care Partnership, Ramahyuck District Aboriginal Corporation, Gippsland Medicare Local, Department of Health, Gippsland Women's Health Services, Gippsland Multicultural Services, Victoria Police, Department of Education and Early Childhood Development, GippSport, Latrobe Community Health Service, Latrobe Regional Hospital

Members of the Healthy Together Latrobe team.

The many Latrobe City staff who provided input through individual or group consultations.

Prepared by Healthy Communities, Latrobe City Council, August 2013.

Designed by The View From Here Design Studio.

This document may also be downloaded from the Latrobe City Council website: www.latrobe.vic.gov.au







To obtain this information in languages other than English, or in other formats (including audio, electronic, Braille or large print), please contact Latrobe City on 1300 367 700.

9.3 REQUEST FOR SPEED HUMPS IN ALEXANDER AVENUE, MOE

General Manager

**Recreation, Culture &
Community Infrastructure**

For Decision

PURPOSE

The purpose of this report is to present Council with further information relating to reports of speeding vehicles in Alexander Avenue, Moe, following a petition received regarding concerns of speeding vehicles in the street.

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

To ensure effective two-way communication and consultation processes with the community in all that we do

Theme 5: Planning for the future

To provide a well-planned, connected and liveable community

Policy – 13 POL-1: Local Area Traffic Management Policy

BACKGROUND

A petition containing 32 signatures (attachment 1) was received on 28 August 2013 to lodge a complaint about speeding vehicles in Alexander Avenue, Moe.

At the Ordinary Council Meeting on 7 October 2013, it was resolved:

1. That Council agrees to lay the petition lodging a complaint about speeding vehicles in Alexander Avenue Moe, on the table until the Ordinary Council Meeting to be held on 2 December 2013

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

2. That the head petitioner be advised of Council's decision in relation to the petition lodging a complaint about speeding vehicles in Alexander Avenue Moe

Traffic counts were undertaken in Alexander Avenue in May 2010 (attachment 2), and while these are still considered to be current, a second round of counts were undertaken between 29 October and 6 November 2013 (attachment 3) to give more up to date results.

A summary of the 2010 counts is provided in attachment 4, and the 2013 counts in attachment 5.

ISSUES

The speed limit of Alexander Avenue is an unsigned 50 km/h, the default speed limit in a built up area.

The accepted major parameter used in assessing vehicle speeds within streets is the 85th percentile speed, which is described as the speed that reasonable people tend to adopt, or feel comfortable with, according to the road environment.

The most recent traffic counts from 2013 show the overall 85th percentile speed of travelling in Alexander Avenue to be 48.4 km/h, with an average speed of 38.3 km/h.

In terms of traffic volumes, according to Latrobe City Council's Design Guidelines, Alexander Avenue is classified as a Major Access Street, meaning it is designed to carry up to 2000 vehicles per day.

The 2013 traffic counts show that, on average, 190 vehicles per day travel along Alexander Avenue, which is well below its design capacity.

Latrobe City Council's Local Area Traffic Management Policy, which was adopted by Council on 16 September 2013 and is included in attachment 6, states that 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

Based on the information above, both the 85th percentile speed of vehicles and the traffic volumes in Alexander Avenue do not meet the Minimum Eligibility Criteria for traffic calming to be considered in the street.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)****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:*

Council Officers held discussions with the head petitioner to indicate the outcome of the Council Meeting on 7 October 2013.

In addition, Council Officers received a phone call from another resident of the street who believed that the manner in which residents were approached to sign the petition led them to feel pressured into signing it regardless of their views. The resident was concerned that the petition would then form the basis of the level of support for traffic calming.

Council Officers explained that this was not the case, and that if it was shown there was a traffic issue, consultation with residents would then be required.

No other consultation with residents was held in relation to speeding vehicles in Alexander Avenue, due to the fact that traffic speeds and volumes did not meet the Minimum Eligibility Criteria for traffic calming, as set out in Latrobe City Council's Local Area Traffic Management Policy.

OPTIONS

Council has the following options available in relation to this report:

1. Not install traffic calming devices in Alexander Avenue and refer any future occurrences of speeding to Victoria Police
2. Commence consultation with residents in the street to determine the level of support for traffic calming. It should however be recognised that this is not consistent with the Local Area Traffic Management Policy, and due to the statistics currently available, the Officer recommendation not to install traffic calming devices would not alter as a result of this consultation.

CONCLUSION

The most recent traffic counts show that Alexander Avenue carries, on average, 190 vehicles per day, with an 85th percentile speed of 48.4 km/h.

Based on this traffic data, Alexander Avenue does not meet the Minimum Eligibility Criteria for traffic calming to be considered according to Latrobe City Council's Local Area Traffic Management Policy.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

Attachments

1. Petition
2. 2010 Traffic Counts
3. 2013 Traffic Counts
4. 2010 Traffic Counts Summary
5. 2013 Traffic Counts Summary
6. Local Area Traffic Management Policy

RECOMMENDATION

- 1 That Council does not install traffic calming devices in Alexander Avenue, Moe.
- 2 That the head petitioner be advised of Council's decision in relation to the petition lodging a complaint about speeding vehicles in Alexander Avenue, Moe

9.3

Request for Speed Humps in Alexander Avenue, Moe

1	Petition	179
2	2010 Traffic Counts	181
3	2013 Traffic Counts	193
4	2010 Traffic Counts Summary	217
5	2013 Traffic Counts Summary	219
6	Local Area Traffic Management Policy	221

Joe Peel 014 1734 7586

THIS IS A PETITION FROM THE RESIDENTS OF ALEXANDER AVENUE, MOE WHO WOULD LIKE TO LODGE A COMPLAINT ABOUT THE SPEEDING VEHICLES IN THE STREET.

RECEIVED
28 AUG 2013
CH Moe.

NAME	ADDRESS	PHONE	SIGNATURE
C. Dawson	38 Alexander Ave	0422 979 431	[Signature]
R. SPENCE	42 ALEXANDER	526 1990	[Signature]
C Phillip	39 ALEXANDER AVE	0417149291	[Signature]
R. UMBRASAS	11 ALEXANDER	042123825	[Signature]
K. cross	23 ALEXANDER	0421073143	[Signature]
J. F/r	34 ALEXANDER	0435139837	[Signature]
W. Barth	26 ALEXANDER	0435545756	[Signature]
P. Jelnic	14 Alexander	51261521	[Signature]
P. [unclear]	11 Alexander	51275145	[Signature]
K. Johnson	21 Alexander	0419180679	[Signature]
B. Grant	16 Alexander Ave	0427275225	[Signature]

THIS IS A PETITION FROM THE RESIDENTS OF ALEXANDER AVENUE, MOE WHO WOULD LIKE TO LODGE A COMPLAINT ABOUT THE SPEEDING VEHICLES IN THE STREET.

NAME	ADDRESS	PHONE	SIGNATURE
Rebecca Hanley	1 Alexander Ave	043531 3532	[Signature]
Lynda Ferguson	3 Alexander Ave	51271850	[Signature]
Wendy Somerville	116 Alexander	51277047	W. Somerville
Leanne Bennett	1/11 Alexander	095500650	L Bennett
B. Thomas	3/151 Alexander	51273244	[Signature]
D-CROSS	140 ALEXANDER AVE	0452793721	[Signature]
BEV Burgess	3 ALEXANDER	51262485	B. Burgess
Rowan Harty	17 Alexander	044762043	[Signature]
Rod Bennett	10 ALEXANDER	51272029	R. B.
William Black	9 Alexander Ave	51274542	[Signature]
Robert Bell	16 ALEXANDER	51273249	[Signature]
Alison May	1/12 Alexander Ave Moe	0455478520	[Signature]
Anna Mary Grew	13 Alexander Ave	040209010	A. Mary Grew
Kayla Johnston	17 Alexander Ave	51271314	[Signature]
NEESON CLORINDA	19 Alexander Ave	51273585	[Signature]
H THOMAS	22 ALEXANDER AVE MOE	5127442	[Signature]
Doreen Duff	25 Alexander Ave	0433438820	[Signature]
Shirley Heathington	27 Alexander Ave	0351273303	[Signature]
[Signature]	32 ALEXANDER	0427305306	[Signature]
Rob Gieseler	31 Alexander Ave	0418512716	[Signature]
McInnes	36 Alexander AVE	0351275853	[Signature]

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468 0005-07 VirtWeeklyVehicle-317 -- English (ENA)

Datasets:

Site: [R511468_0005] Alexander Avenue, Moe - 50m North of Service Road North (opp.#46)
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 10:32 Monday, 17 May 2010 => 10:23 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_000531May2010.EC0 (Plus)
Identifier: A661QBMW MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: North (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 509 / 1148 (44.34%)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	0.0	0.5	0.5	1.0	1.5	0.0	1.0	0.8	0.7	
0100-0200	1.0	0.0	0.5	0.5	0.0	0.5	0.5	0.3	0.4	
0200-0300	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	
0300-0400	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	0.1	
0400-0500	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	
0500-0600	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	0.1	
0600-0700	1.0	0.5	0.5	0.5	0.5	0.0	0.0	0.6	0.4	
0700-0800	4.0	1.0	2.0	1.5	1.5	0.0	0.0	1.8	1.2	
0800-0900	2.0	2.0	1.0	1.5	3.0<	0.0	1.0	1.9	1.5	
0900-1000	0.0	3.5	2.0<	2.5	2.5	2.0	2.5	2.3	2.3	
1000-1100	5.0<	5.0<	1.5	3.0<	2.5	2.5	1.5	3.2<	2.8<	
1100-1200	4.0	2.0	1.5	2.5	2.0	3.5<	3.0<	2.2	2.5	
1200-1300	7.0<	2.5	1.0	2.0	1.5	1.5	2.0	2.3	2.2	
1300-1400	2.0	1.5	2.0	4.5<	4.0	7.5<	4.0<	2.9	3.8	
1400-1500	1.0	2.0	3.0	2.5	2.0	2.0	2.5	2.2	2.2	
1500-1600	4.0	4.0<	2.5	1.5	3.5	4.0	2.5	3.0	3.1	
1600-1700	5.0	3.5	5.5<	3.5	6.5<	3.5	1.5	4.8<	4.1<	
1700-1800	6.0	3.5	2.5	3.0	3.5	3.0	1.0	3.4	3.0	
1800-1900	1.0	2.0	5.0	3.5	3.0	2.0	2.5	3.1	2.8	
1900-2000	4.0	1.5	2.5	0.5	4.0	1.5	1.0	2.3	2.0	
2000-2100	0.0	0.5	3.0	0.5	2.0	1.5	0.5	1.3	1.2	
2100-2200	1.0	0.5	0.0	0.5	2.5	0.5	0.0	0.9	0.7	
2200-2300	0.0	0.5	1.0	0.5	2.5	1.0	0.5	1.0	0.9	
2300-2400	0.0	0.5	0.5	0.0	2.5	2.0	1.0	0.8	1.0	
Totals										
0700-1900	41.0	32.5	29.5	31.5	35.5	31.5	24.0	33.2	31.5	
0600-2200	47.0	35.5	35.5	33.5	44.5	35.0	25.5	38.3	35.8	
0600-0000	47.0	36.5	37.0	34.0	49.5	38.0	27.0	40.1	37.8	
0000-0000	48.0	37.0	38.0	35.5	52.0	39.5	28.5	41.4	39.2	
AM Peak	1000	1000	0900	1000	0800	1100	1100			
	5.0	5.0	2.0	3.0	3.0	3.5	3.0			
PM Peak	1200	1500	1600	1300	1600	1300	1300			
	7.0	4.0	5.5	4.5	6.5	7.5	4.0			

* - No data.

MetroCount Traffic Executive speed 50

R511468 0005-07 CustomList-337 -- English (ENA)

Datasets:

Site: [R511468_0005] Alexander Avenue, Moe - 50m North of Service Road North (opp.#46)
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 10:32 Monday, 17 May 2010 => 10:23 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_000531May2010.EC0 (Plus)
Identifier: A661QBMW MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 160 km/h.
Direction: North (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	46.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	41.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	39.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	33.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	38.1	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	48.3	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	52.8	-
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	52.2	-
0900	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	34.4	48.2	-
1000	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	58.3	-
1100	2	0	1	1	0	0	0	0	0	1	0	0	0	0	0	36.0	49.3	-
1200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.8	51.1	-
1300	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	31.9	48.5	-
1400	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	35.8	56.9	-
1500	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	36.0	47.2	-
1600	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	33.0	59.6	-
1700	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	39.1	52.8	-
1800	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	37.6	62.6	-
1900	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	60.9	-
2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	51.9	-
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	53.8	-
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	41.1	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	45.5	-
07-19	31	7	7	8	5	2	1	0	0	0	0	0	0	0	1	35.0	62.6	43.6
06-22	35	8	8	9	6	3	1	0	0	0	0	0	0	0	2	35.4	62.6	44.3
06-00	37	8	8	10	6	3	1	0	0	0	0	0	0	0	2	35.3	62.6	43.9
00-00	38	8	8	10	6	3	1	0	0	0	0	0	0	0	2	35.4	62.6	43.9

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	48	9	10	15	11	1	2	0	0	0	0	0	0	0	2	36.1	53.8	43.2
Tue	37	8	9	10	5	5	2	0	1	0	0	0	0	0	2	36.1	60.9	45.7
Wed	38	10	8	9	8	4	1	0	0	0	0	0	0	0	1	34.8	52.8	43.6
Thu	35	7	8	9	8	4	0	1	0	0	0	0	0	0	1	36.0	58.3	43.9
Fri	51	12	10	17	8	3	0	1	1	0	0	0	0	0	2	34.9	62.6	42.5
Sat	38	8	10	10	6	2	1	2	1	0	0	0	0	0	3	35.3	61.1	43.6
Sun	28	7	6	7	4	4	1	0	0	0	0	0	0	0	1	34.7	54.7	45.4

Vehicles = 500

Posted speed limit = 50 km/h, Exceeding = 20 (4.00%), Mean Exceeding = 55.20 km/h

Maximum = 62.6 km/h, Minimum = 10.3 km/h, Mean = 35.4 km/h

85% Speed = 43.9 km/h, 95% Speed = 48.6 km/h, Median = 36.0 km/h

20 km/h Pace = 27 - 47, Number in Pace = 385 (77.00%)

Variance = 91.01, Standard Deviation = 9.54 km/h

In profile: Vehicles = 500 / 1134 (44.09%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468 0005-07 VirtWeeklyVehicle-318 -- English (ENA)

Datasets:

Site: [R511468_0005] Alexander Avenue, Moe - 50m North of Service Road North (opp.#46)
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 10:32 Monday, 17 May 2010 => 10:23 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_000531May2010.EC0 (Plus)
Identifier: A661QBMW MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 553 / 1148 (48.17%)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	0.0	0.0	0.0	0.0	0.0	0.0	3.0<	0.0	0.5	
0100-0200	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.1	0.2	
0200-0300	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.1	0.1	
0300-0400	0.0	0.0	0.0	0.5	1.0	0.0	0.5	0.3	0.3	
0400-0500	1.0	1.0	1.0	0.5	0.5	1.0	0.5	0.8	0.8	
0500-0600	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.1	0.1	
0600-0700	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.2	0.2	
0700-0800	2.0	0.5	0.0	0.0	0.0	0.0	0.5	0.3	0.3	
0800-0900	1.0	1.5	1.5	3.5	2.5	0.0	0.0	2.1	1.5	
0900-1000	6.0	2.5	3.0	3.0	2.5	1.5	0.5	3.1<	2.5	
1000-1100	4.0	3.0<	3.0<	0.5	4.0<	0.5	1.5	2.8	2.2	
1100-1200	6.0<	2.5	2.0	3.5<	1.5	5.0<	2.0	2.8	3.0<	
1200-1300	4.0	3.5	1.5	5.5	2.5	3.5	2.5	3.3	3.2	
1300-1400	5.0	2.5	3.5	2.0	2.5	1.5	2.0	2.9	2.5	
1400-1500	5.0	3.0	3.0	1.5	3.0	2.5	2.5	2.9	2.8	
1500-1600	4.0	3.0	4.0	2.0	5.0<	5.5<	4.5<	3.6	4.0	
1600-1700	1.0	6.0<	5.5	5.5<	3.0	3.0	4.0	4.6<	4.2<	
1700-1800	3.0	4.0	6.5<	2.5	4.0	3.0	3.0	4.1	3.8	
1800-1900	7.0<	3.0	3.0	5.0	2.5	3.5	3.5	3.8	3.7	
1900-2000	3.0	2.5	2.5	0.5	2.0	2.5	2.0	2.0	2.1	
2000-2100	3.0	0.5	2.5	1.0	2.5	1.5	2.0	1.8	1.8	
2100-2200	2.0	1.5	1.5	1.5	2.0	1.0	0.5	1.7	1.4	
2200-2300	0.0	0.5	1.5	1.5	2.0	1.0	0.0	1.2	1.0	
2300-2400	0.0	0.5	0.5	0.5	1.0	1.0	0.0	0.6	0.5	
Totals										
0700-1900	48.0	35.0	36.5	34.5	33.0	29.5	26.5	36.2	33.7	
0600-2200	56.0	39.5	43.0	38.0	40.0	34.5	31.0	41.9	39.1	
0600-0000	56.0	40.5	45.0	40.0	43.0	36.5	31.0	43.7	40.6	
0000-0000	57.0	41.5	46.5	41.5	45.0	38.0	35.5	45.1	42.5	
AM Peak	1100	1000	1000	1100	1000	1100	0000			
	6.0	3.0	3.0	3.5	4.0	5.0	3.0			
PM Peak	1800	1600	1700	1600	1500	1500	1500			
	7.0	6.0	6.5	5.5	5.0	5.5	4.5			

* - No data.

MetroCount Traffic Executive speed 50

R511468 0005-07 CustomList-336 -- English (ENA)

Datasets:

Site: [R511468_0005] Alexander Avenue, Moe - 50m North of Service Road North (opp.#46)
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 10:32 Monday, 17 May 2010 => 10:23 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_000531May2010.EC0 (Plus)
Identifier: A661QBMW MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 160 km/h.
Direction: South (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	48.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	41.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	43.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	43.2	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.0	41.9	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	17.3	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	12.7	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	50.2	-
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	54.9	-
0900	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	36.7	49.0	-
1000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	38.4	57.7	-
1100	3	1	1	0	0	0	0	0	0	1	0	0	0	0	0	35.0	52.3	-
1200	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	34.9	56.1	-
1300	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	35.7	52.1	-
1400	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	34.9	57.6	-
1500	4	1	0	1	1	1	1	0	0	0	0	0	0	0	1	38.8	54.8	-
1600	4	1	0	1	1	1	0	0	0	0	0	0	0	0	0	34.9	53.0	-
1700	4	1	1	1	0	1	0	0	0	0	0	0	0	0	0	36.9	52.9	-
1800	4	0	0	1	1	1	0	0	0	0	0	0	0	0	0	40.8	62.0	-
1900	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.3	54.3	-
2000	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	41.7	59.6	-
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	41.9	51.8	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	39.2	45.8	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	51.6	-
07-19	33	8	4	7	7	5	2	0	0	0	0	0	0	0	3	36.9	62.0	47.2
06-22	39	9	5	8	9	6	3	0	0	0	0	0	0	0	3	37.4	62.0	47.5
06-00	40	9	5	8	9	6	3	0	0	0	0	0	0	0	3	37.5	62.0	47.2
00-00	42	9	5	9	10	6	3	0	0	0	0	0	0	0	3	37.5	62.0	47.2

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	56	14	8	12	9	7	4	2	0	0	0	0	0	0	6	37.1	57.7	48.6
Tue	42	7	5	12	11	3	6	0	0	0	0	0	0	0	6	38.4	54.8	46.1
Wed	47	11	5	9	13	9	2	0	0	0	0	0	0	0	2	37.2	51.6	45.7
Thu	41	10	5	6	12	7	2	0	0	0	0	0	0	0	2	37.0	54.9	46.1
Fri	45	9	7	11	12	4	3	1	0	0	0	0	0	0	3	36.5	56.1	45.0
Sat	38	9	5	4	8	8	4	1	1	0	0	0	0	0	5	38.5	62.0	48.6
Sun	36	8	5	9	7	6	2	1	0	0	0	0	0	0	3	37.5	59.6	46.4

Vehicles = 550

Posted speed limit = 50 km/h, Exceeding = 45 (8.18%), Mean Exceeding = 52.91 km/h

Maximum = 62.0 km/h, Minimum = 5.6 km/h, Mean = 37.5 km/h

85% Speed = 47.2 km/h, 95% Speed = 51.8 km/h, Median = 38.9 km/h

20 km/h Pace = 29 - 49, Number in Pace = 394 (71.64%)

Variance = 99.76, Standard Deviation = 9.99 km/h

In profile: Vehicles = 550 / 1134 (48.50%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468 0029-07 VirtWeeklyVehicle-320 -- English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m North of Victoria Street (opp.#18)
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 10:47 Monday, 17 May 2010 => 10:31 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_002931May2010.EC0 (Plus)
Identifier: A658MXYK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: North (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 1610 / 3272 (49.21%)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	0.0	0.5	0.5	0.0	0.0	2.5	1.5	0.2	0.8	
0100-0200	0.0	0.0	0.0	0.0	0.0	1.5	1.5	0.0	0.5	
0200-0300	1.0	0.5	1.5	1.0	1.0	0.0	0.0	1.0	0.7	
0300-0400	1.0	2.0	1.5	2.0	1.0	0.0	0.0	1.6	1.1	
0400-0500	1.0	1.0	1.5	0.5	0.5	1.0	0.5	0.9	0.8	
0500-0600	1.0	2.0	1.5	1.5	3.5	0.5	0.5	2.0	1.5	
0600-0700	5.0	2.5	3.0	3.5	3.0	1.0	1.0	3.2	2.5	
0700-0800	9.0	3.5	5.5	4.0	4.5	1.5	0.0	4.9	3.6	
0800-0900	8.0	7.0	12.0<	6.0	10.5<	3.5	4.0	8.8	7.2	
0900-1000	10.0	9.0<	9.0	6.0	8.0	7.5	7.0	8.2	7.9	
1000-1100	10.0<	8.0	6.5	9.0	7.5	10.0<	11.0<	8.0	8.8	
1100-1200	8.0	8.5	11.5	10.0<	9.5	8.5	7.5	9.7<	9.2<	
1200-1300	9.0	6.5	9.0	8.0	9.5	5.5	9.5	8.3	8.1	
1300-1400	13.0<	7.0	9.5	8.0	10.5	16.0<	9.0	9.2	10.2<	
1400-1500	6.0	12.0<	12.0<	11.5<	11.0	8.0	4.0	11.0<	9.5	
1500-1600	11.0	8.5	7.0	11.0	10.5	10.0	9.5<	9.4	9.5	
1600-1700	12.0	10.0	9.0	8.5	10.5	8.0	9.0	9.8	9.4	
1700-1800	11.0	9.0	7.5	9.0	8.5	9.5	3.5	8.8	8.1	
1800-1900	8.0	6.5	6.0	10.0	13.0<	7.5	6.0	8.8	8.2	
1900-2000	5.0	7.5	3.5	5.5	9.0	7.0	4.5	6.2	6.1	
2000-2100	1.0	4.5	5.5	4.0	8.0	3.5	3.5	5.0	4.5	
2100-2200	3.0	2.0	2.5	1.5	6.5	1.0	0.0	3.1	2.3	
2200-2300	2.0	2.0	1.5	1.5	4.0	2.0	2.0	2.2	2.2	
2300-2400	1.0	0.0	1.0	0.5	3.5	2.5	0.0	1.2	1.2	
Totals										
0700-1900	115.0	95.5	104.5	101.0	113.5	95.5	80.0	104.9	99.6	
0600-2200	129.0	112.0	119.0	115.5	140.0	108.0	89.0	122.4	115.1	
0600-0000	132.0	114.0	121.5	117.5	147.5	112.5	91.0	125.9	118.5	
0000-0000	136.0	120.0	128.0	122.5	153.5	118.0	95.0	131.6	123.8	
AM Peak	1000	0900	0800	1100	0800	1000	1000			
	10.0	9.0	12.0	10.0	10.5	10.0	11.0			
PM Peak	1300	1400	1400	1400	1800	1300	1500			
	13.0	12.0	12.0	11.5	13.0	16.0	9.5			

* - No data.

MetroCount Traffic Executive speed 50

R511468 0029-07 CustomList-338 -- English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m North of Victoria Street (opp.#18)
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 10:47 Monday, 17 May 2010 => 10:31 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_002931May2010.EC0 (Plus)
Identifier: A658MXYK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 160 km/h.
Direction: North (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	102.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.0	58.1	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	60.3	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	53.8	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	44.9	-
0500	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	43.2	58.2	-
0600	2	0	0	0	0	0	1	0	0	0	0	0	0	0	2	54.3	79.1	-
0700	4	0	0	0	0	1	1	0	0	0	0	0	0	0	1	47.1	63.7	-
0800	7	1	1	1	2	1	1	0	0	0	0	0	0	0	1	40.6	60.5	-
0900	8	1	1	2	2	1	1	0	0	0	0	0	0	0	1	39.8	63.2	-
1000	9	1	1	1	2	2	1	0	0	0	0	0	0	0	2	42.5	64.1	-
1100	9	1	1	1	2	1	1	0	0	0	0	0	0	0	2	41.7	72.1	-
1200	8	1	1	2	2	2	1	0	0	0	0	0	0	0	1	40.0	60.2	-
1300	10	2	1	1	1	3	1	1	0	0	0	0	0	0	1	40.0	67.0	49.3
1400	9	1	0	1	2	2	2	1	0	0	0	0	0	0	3	43.0	72.0	-
1500	9	1	1	1	1	2	1	1	0	0	0	0	0	0	2	42.3	63.9	-
1600	9	1	1	1	2	2	1	1	0	0	0	0	0	0	2	41.9	69.9	-
1700	8	0	1	2	2	1	1	0	0	0	0	0	0	0	2	43.5	69.2	-
1800	8	1	0	1	2	1	1	1	0	0	0	0	0	0	3	47.3	83.4	-
1900	6	0	1	1	1	1	0	1	0	0	0	0	0	0	2	46.4	71.7	-
2000	4	0	0	1	0	1	1	0	0	0	0	0	0	0	2	45.6	72.7	-
2100	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	43.8	59.6	-
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	49.0	67.3	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	81.7	-
07-19	98	13	9	14	19	19	12	7	3	1	0	0	0	0	23	42.2	83.4	52.9
06-22	113	14	10	16	22	22	15	9	4	1	1	0	0	0	29	42.9	83.4	53.6
06-00	117	15	10	16	22	23	16	9	4	1	1	0	0	0	31	43.0	83.4	54.0
00-00	122	15	11	17	24	24	16	10	4	1	1	0	0	0	32	43.0	102.9	53.6

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	136	16	14	19	35	20	11	10	5	4	2	0	0	0	32	42.8	73.1	55.1
Tue	120	15	10	17	26	21	17	11	3	2	1	0	0	0	33	43.1	74.5	54.0
Wed	125	17	13	21	26	21	15	6	5	1	1	1	0	0	29	41.9	79.1	53.3
Thu	121	11	10	18	19	32	16	11	6	1	1	0	0	0	33	44.3	72.0	54.7
Fri	151	22	11	21	28	30	25	10	4	1	0	1	1	1	41	42.7	83.4	53.3
Sat	116	14	12	18	22	22	15	8	3	2	1	0	1	1	30	42.8	81.7	53.3
Sun	94	12	9	11	15	20	12	12	3	0	0	0	1	1	27	43.5	102.9	55.1

Vehicles = 1587

Posted speed limit = 50 km/h, Exceeding = 414 (26.09%), Mean Exceeding = 56.38 km/h

Maximum = 102.9 km/h, Minimum = 5.4 km/h, Mean = 43.0 km/h

85% Speed = 53.6 km/h, 95% Speed = 60.1 km/h, Median = 43.6 km/h

20 km/h Pace = 35 - 55, Number in Pace = 1061 (66.86%)

Variance = 134.95, Standard Deviation = 11.62 km/h

In profile: Vehicles = 1587 / 3207 (49.49%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468 0029-07 VirtWeeklyVehicle-319 -- English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m North of Victoria Street (opp.#18)
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 10:47 Monday, 17 May 2010 => 10:31 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_002931May2010.EC0 (Plus)
Identifier: A658MXYK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 1421 / 3272 (43.43%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	0.0	0.0	0.0	0.0	0.0	0.5	2.5	0.0	0.5
0100-0200	1.0	0.0	0.0	0.0	0.5	1.5	1.0	0.2	0.5
0200-0300	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.1	0.2
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0500-0600	1.0	0.5	0.0	0.0	0.0	0.5	0.5	0.2	0.3
0600-0700	1.0	1.0	0.5	0.0	2.0	0.0	0.0	0.9	0.6
0700-0800	4.0	2.5	2.0	1.5	1.0	0.5	0.5	2.0	1.5
0800-0900	4.0	5.0	6.0	8.0<	7.0	1.0	0.5	6.2	4.5
0900-1000	10.0	6.0	7.0	4.0	6.5	5.5	3.0	6.3	5.7
1000-1100	13.0<	5.5	7.5	6.0	7.0	11.0<	7.0<	7.2	7.8
1100-1200	12.0	7.5<	10.5<	6.5	9.5<	9.0	6.0	8.9<	8.5<
1200-1300	10.0<	9.0	8.5	9.5	8.0	8.5	6.0	8.9	8.4
1300-1400	9.0	5.0	10.5	6.5	10.5	7.5	5.0	8.2	7.6
1400-1500	7.0	11.0	9.0	10.0	7.5	10.0	8.0	9.1	9.1
1500-1600	9.0	6.5	6.0	11.0	11.5<	12.0<	8.5	8.8	9.2
1600-1700	9.0	14.5<	13.5	11.5<	9.5	9.0	8.0	11.9<	10.8<
1700-1800	9.0	12.0	16.0<	8.5	10.5	6.5	12.0<	11.4	10.8
1800-1900	8.0	5.0	7.5	9.5	9.5	5.5	3.5	7.9	6.8
1900-2000	3.0	8.0	5.0	4.0	7.0	5.5	3.0	5.7	5.2
2000-2100	6.0	2.0	3.0	2.5	7.0	4.0	4.5	3.9	4.0
2100-2200	3.0	4.5	2.5	3.5	4.5	2.5	2.0	3.7	3.2
2200-2300	2.0	2.0	1.0	3.0	2.5	2.5	1.0	2.1	2.0
2300-2400	1.0	2.0	1.5	2.0	3.5	2.5	0.5	2.1	1.9
Totals									
0700-1900	104.0	89.5	104.0	92.5	98.0	86.0	68.0	96.9	90.8
0600-2200	117.0	105.0	115.0	102.5	118.5	98.0	77.5	111.0	103.8
0600-0000	120.0	109.0	117.5	107.5	124.5	103.0	79.0	115.2	107.8
0000-0000	122.0	109.5	117.5	108.0	125.0	105.5	84.0	115.8	109.3
AM Peak	1000	1100	1100	0800	1100	1000	1000		
	13.0	7.5	10.5	8.0	9.5	11.0	7.0		
PM Peak	1200	1600	1700	1600	1500	1500	1700		
	10.0	14.5	16.0	11.5	11.5	12.0	12.0		

* - No data.

MetroCount Traffic Executive
speed 50

R511468 0029-07 CustomList-339 -- English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m North of Victoria Street (opp.#18)
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 10:47 Monday, 17 May 2010 => 10:31 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_002931May2010.EC0 (Plus)
Identifier: A658MXYK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 160 km/h.
Direction: South (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.0	68.7	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	59.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6	68.0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	36.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	67.4	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.0	52.3	-
0700	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	50.5	65.7	-
0800	5	1	0	1	1	0	0	0	0	0	0	0	0	0	1	38.8	59.0	-
0900	6	1	1	0	1	1	1	0	0	0	0	0	0	0	1	42.3	65.6	-
1000	8	1	1	1	2	1	2	0	0	0	0	0	0	0	2	42.8	63.3	-
1100	8	1	1	1	2	1	1	1	0	0	0	0	0	0	2	41.3	63.8	-
1200	8	2	1	1	2	1	1	1	0	0	0	0	0	0	2	39.2	80.2	-
1300	7	1	1	1	1	1	1	0	0	0	0	0	0	0	2	41.0	63.8	-
1400	9	1	1	1	2	2	1	1	0	0	0	0	0	0	2	44.0	82.4	-
1500	9	1	1	1	2	2	1	1	0	0	0	0	0	0	3	43.3	70.7	-
1600	11	1	1	1	2	2	2	1	1	0	0	0	0	0	4	44.1	74.8	54.7
1700	11	1	1	1	2	2	2	1	1	0	0	0	0	0	4	47.1	85.8	58.0
1800	7	1	1	0	1	1	1	1	1	0	0	0	0	0	3	46.4	67.0	-
1900	5	0	0	1	1	1	0	0	0	0	0	0	0	0	1	45.3	74.2	-
2000	4	0	1	0	0	1	1	0	0	0	0	0	0	0	2	46.7	76.4	-
2100	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	44.5	72.4	-
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	58.8	-
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	44.9	68.5	-
07-19	89	12	8	10	17	16	13	6	4	1	0	0	0	0	25	43.2	85.8	54.4
06-22	102	14	9	12	20	18	14	7	5	1	1	0	0	0	30	43.5	85.8	54.7
06-00	106	14	10	12	20	19	15	8	6	1	1	0	0	0	31	43.4	85.8	54.7
00-00	108	15	10	12	20	19	15	8	6	2	1	0	0	0	31	43.4	85.8	54.7

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	119	22	15	10	21	21	17	7	5	0	0	0	1	1	30	41.4	82.4	52.6
Tue	109	12	9	14	23	20	16	8	6	2	2	0	0	0	32	44.2	72.4	54.7
Wed	117	14	15	13	21	21	15	8	9	2	1	0	0	0	35	43.7	73.3	55.8
Thu	105	14	11	14	22	14	17	7	7	1	0	0	1	1	31	42.9	80.2	54.4
Fri	124	19	8	17	24	22	17	10	6	2	1	0	1	1	36	43.1	81.8	54.7
Sat	106	17	9	7	17	23	18	10	4	2	0	1	0	0	34	43.5	76.4	54.7
Sun	82	10	6	12	16	16	8	7	4	2	1	1	1	1	23	44.5	85.8	56.2

Vehicles = 1401

Posted speed limit = 50 km/h, Exceeding = 409 (29.19%), Mean Exceeding = 56.84 km/h

Maximum = 85.8 km/h, Minimum = 6.0 km/h, Mean = 43.4 km/h

85% Speed = 54.7 km/h, 95% Speed = 61.9 km/h, Median = 44.3 km/h

20 km/h Pace = 36 - 56, Number in Pace = 883 (63.03%)

Variance = 144.78, Standard Deviation = 12.03 km/h

In profile: Vehicles = 1401 / 3207 (43.69%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468 0047-07 VirtWeeklyVehicle-321 -- English (ENA)

Datasets:

Site: [R511468_0047] Alexander Avenue, Moe - 30m South of Lloyd Street
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 11:00 Monday, 17 May 2010 => 10:43 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_004731May2010.EC0 (Plus)
Identifier: A7010FJ3 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: North (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 2350 / 4873 (48.22%)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.5	0.0	1.5	2.0	0.1	0.6
0100-0200	0.0	0.0	0.0	0.0	0.0	1.5	1.5	0.0	0.5
0200-0300	1.0	0.5	1.5	1.0	1.0	0.0	0.0	1.0	0.7
0300-0400	1.0	2.0	1.5	2.5	1.5	0.0	0.0	1.8	1.2
0400-0500	3.0	2.5	2.5	1.5	1.5	2.0	1.0	2.1	1.9
0500-0600	1.0	3.0	2.5	2.5	4.0	0.5	1.0	2.8	2.2
0600-0700	7.0	6.5	6.0	6.5	6.5	2.0	1.5	6.4	5.0
0700-0800	12.0	4.5	7.5	5.5	4.5	2.0	1.0	6.2	4.8
0800-0900	16.0	14.5<	19.0<	14.5	16.5<	8.0	7.0	16.1<	13.5
0900-1000	15.0	14.0	13.0	9.0	12.5	16.0	10.5	12.4	12.7
1000-1100	17.0<	12.5	13.5	16.0<	15.5	15.5	15.5<	14.7	14.9<
1100-1200	16.0	11.5	16.0	12.5	12.5	18.0<	9.0	13.4	13.5
1200-1300	14.0	9.5	17.0	13.0	13.0	10.5	15.0<	13.2	13.1
1300-1400	17.0<	8.5	11.5	12.0	13.0	21.5<	12.5	11.9	13.5
1400-1500	13.0	18.0<	18.0<	14.0	16.5	13.5	8.5	16.2<	14.6<
1500-1600	14.0	12.0	8.0	12.0	16.5	13.5	11.5	12.3	12.4
1600-1700	15.0	9.5	14.0	13.5	12.5	10.0	12.5	12.7	12.2
1700-1800	12.0	16.5	13.5	14.0	14.5	11.0	6.5	14.3	12.6
1800-1900	10.0	7.0	9.0	15.5<	16.5<	10.5	7.5	11.8	10.9
1900-2000	5.0	10.0	7.5	7.5	11.5	8.0	7.0	8.7	8.3
2000-2100	3.0	6.5	6.0	5.0	9.0	4.5	2.5	6.2	5.4
2100-2200	5.0	1.5	4.5	2.5	6.5	1.5	0.0	3.9	2.9
2200-2300	2.0	2.5	1.5	2.5	4.5	2.0	1.5	2.7	2.4
2300-2400	0.0	0.0	0.0	1.0	3.5	2.5	0.0	1.0	1.1
Totals									
0700-1900	171.0	138.0	160.0	151.5	164.0	150.0	117.0	155.3	148.6
0600-2200	191.0	162.5	184.0	173.0	197.5	166.0	128.0	180.6	170.2
0600-0000	193.0	165.0	185.5	176.5	205.5	170.5	129.5	184.2	173.7
0000-0000	199.0	173.0	193.5	184.5	213.5	176.0	135.0	192.0	180.8
AM Peak	1000	0800	0800	1000	0800	1100	1000		
	17.0	14.5	19.0	16.0	16.5	18.0	15.5		
PM Peak	1300	1400	1400	1800	1800	1300	1200		
	17.0	18.0	18.0	15.5	16.5	21.5	15.0		

* - No data.

MetroCount Traffic Executive speed 50

R511468 0047-07 CustomList-341 -- English (ENA)

Datasets:

Site: [R511468_0047] Alexander Avenue, Moe - 30m South of Lloyd Street
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 11:00 Monday, 17 May 2010 => 10:43 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_004731May2010.EC0 (Plus)
Identifier: A7010FJ3 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 160 km/h.
Direction: North (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	44.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	36.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.6	40.0	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.8	39.7	-
0400	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	40.5	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	32.6	42.4	-
0600	5	1	1	2	1	0	0	0	0	0	0	0	0	0	0	32.7	51.4	-
0700	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	35.7	44.0	-
0800	13	5	4	4	1	0	0	0	0	0	0	0	0	0	0	31.5	45.6	37.8
0900	12	4	4	4	1	0	0	0	0	0	0	0	0	0	0	32.0	44.8	38.2
1000	15	5	4	4	1	0	0	0	0	0	0	0	0	0	0	31.9	44.7	38.9
1100	13	4	4	3	1	0	0	0	0	0	0	0	0	0	0	32.0	54.7	38.2
1200	13	3	4	4	1	0	0	0	0	0	0	0	0	0	0	33.0	51.9	38.9
1300	13	4	3	4	2	0	0	0	0	0	0	0	0	0	0	33.1	46.5	39.2
1400	14	4	4	4	2	0	0	0	0	0	0	0	0	0	0	33.4	50.0	39.6
1500	12	3	4	4	2	0	0	0	0	0	0	0	0	0	0	33.2	50.6	39.6
1600	12	3	4	4	1	0	0	0	0	0	0	0	0	0	0	32.7	49.2	38.9
1700	12	4	5	3	1	0	0	0	0	0	0	0	0	0	0	32.4	47.9	37.4
1800	11	3	4	3	1	0	0	0	0	0	0	0	0	0	0	33.5	52.9	40.0
1900	8	2	3	2	1	0	0	0	0	0	0	0	0	0	0	33.9	48.0	-
2000	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	33.5	50.7	-
2100	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	32.0	42.2	-
2200	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	37.8	53.6	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	62.1	-
07-19	147	42	45	43	14	1	0	0	0	0	0	0	0	0	0	32.7	54.7	38.9
06-22	168	48	52	50	16	2	0	0	0	0	0	0	0	0	0	32.8	54.7	38.9
06-00	171	48	53	51	17	2	1	0	0	0	0	0	0	0	1	32.8	62.1	38.9
00-00	178	51	56	52	17	2	1	0	0	0	0	0	0	0	1	32.8	62.1	38.9

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	198	57	71	53	13	3	1	0	0	0	0	0	0	0	1	32.4	51.4	38.5
Tue	172	50	55	50	16	1	1	0	0	0	0	0	0	0	1	32.5	52.9	38.5
Wed	190	49	63	55	20	3	1	0	0	0	0	0	0	0	1	33.0	50.7	39.2
Thu	184	51	57	59	15	3	0	0	0	0	0	0	0	0	0	32.9	50.0	38.9
Fri	210	60	64	62	22	3	0	0	0	0	0	0	0	0	0	32.7	47.9	38.9
Sat	173	54	50	45	21	2	2	0	1	0	0	0	0	0	2	33.0	62.1	39.6
Sun	134	39	40	40	14	1	1	0	0	0	0	0	0	0	1	32.8	50.6	39.2

Vehicles = 2319

Posted speed limit = 50 km/h, Exceeding = 8 (0.34%), Mean Exceeding = 53.50 km/h

Maximum = 62.1 km/h, Minimum = 6.7 km/h, Mean = 32.8 km/h

85% Speed = 38.9 km/h, 95% Speed = 42.1 km/h, Median = 33.5 km/h

20 km/h Pace = 23 - 43, Number in Pace = 2028 (87.45%)

Variance = 45.51, Standard Deviation = 6.75 km/h

In profile: Vehicles = 2319 / 4782 (48.49%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468 0047-07 VirtWeeklyVehicle-322 -- English (ENA)

Datasets:

Site: [R511468_0047] Alexander Avenue, Moe - 30m South of Lloyd Street
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 11:00 Monday, 17 May 2010 => 10:43 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_004731May2010.EC0 (Plus)
Identifier: A7010FJ3 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 2168 / 4873 (44.49%)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	0.0	0.0	0.0	0.5	0.5	0.5	3.5	0.2	0.8	
0100-0200	1.0	0.0	0.5	0.0	0.0	1.5	1.0	0.2	0.5	
0200-0300	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.1	0.2	
0300-0400	0.0	0.0	0.0	0.5	0.5	0.0	0.5	0.2	0.2	
0400-0500	1.0	1.0	0.5	0.5	0.5	1.0	0.5	0.7	0.7	
0500-0600	1.0	1.0	0.5	0.0	0.0	0.5	1.0	0.4	0.5	
0600-0700	1.0	1.5	0.5	0.0	3.0	0.0	0.0	1.2	0.8	
0700-0800	6.0	3.0	3.5	1.5	1.5	0.5	0.0	2.8	2.0	
0800-0900	6.0	6.0	11.0	10.5	8.5	3.0	1.0	8.7	6.6	
0900-1000	18.0<	12.0<	11.5	8.5	11.0	10.0	5.0	11.6	10.3	
1000-1100	17.0	7.5	13.0	8.5	12.0	16.5<	11.5<	11.0	11.9<	
1100-1200	15.0	8.5	14.0<	11.5<	12.0<	14.0	8.5	11.9<	11.7	
1200-1300	20.0<	14.0	15.5	12.0	9.5	16.0	11.5	13.6	13.6	
1300-1400	10.0	8.5	16.5	10.5	16.5	12.5	8.5	12.7	12.0	
1400-1500	10.0	13.5	10.5	14.0	14.0	17.0<	12.0	12.7	13.2	
1500-1600	16.0	11.5	11.0	17.5	18.5	15.0	10.5	14.8	14.2	
1600-1700	16.0	21.0	21.5	20.0<	15.5	12.0	12.5	19.1	17.0	
1700-1800	15.0	22.0<	25.5<	17.0	19.0<	10.0	18.0<	20.2<	18.3<	
1800-1900	12.0	7.5	11.0	14.0	12.5	11.0	5.0	11.3	10.3	
1900-2000	3.0	9.0	7.0	5.5	10.0	6.5	5.5	7.3	6.9	
2000-2100	7.0	3.5	6.5	6.5	10.0	4.0	4.5	6.7	5.9	
2100-2200	4.0	5.0	3.5	5.5	4.5	3.5	2.5	4.6	4.1	
2200-2300	2.0	4.0	2.5	2.5	3.0	3.5	2.0	2.9	2.8	
2300-2400	1.0	2.0	1.5	2.5	3.0	3.5	0.5	2.1	2.1	
Totals										
0700-1900	161.0	135.0	164.5	145.5	150.5	137.5	104.0	150.2	141.2	
0600-2200	176.0	154.0	182.0	163.0	178.0	151.5	116.5	170.0	158.9	
0600-0000	179.0	160.0	186.0	168.0	184.0	158.5	119.0	175.0	163.8	
0000-0000	182.0	162.0	187.5	170.0	185.5	162.0	126.0	176.9	166.8	
AM Peak	0900	0900	1100	1100	1100	1000	1000			
	18.0	12.0	14.0	11.5	12.0	16.5	11.5			
PM Peak	1200	1700	1700	1600	1700	1400	1700			
	20.0	22.0	25.5	20.0	19.0	17.0	18.0			

* - No data.

MetroCount Traffic Executive speed 50

R511468 0047-07 CustomList-340 -- English (ENA)

Datasets:

Site: [R511468_0047] Alexander Avenue, Moe - 30m South of Lloyd Street
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 11:00 Monday, 17 May 2010 => 10:43 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_004731May2010.EC0 (Plus)
Identifier: A7010FJ3 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 160 km/h.
Direction: South (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	46.3	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	40.0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	45.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	25.5	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	28.2	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	45.1	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	37.9	-
0700	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	43.3	-
0800	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	29.6	42.3	-
0900	10	5	3	1	0	0	0	0	0	0	0	0	0	0	0	29.9	47.9	34.6
1000	12	5	4	2	1	0	0	0	0	0	0	0	0	0	0	30.3	42.6	35.3
1100	12	6	4	1	0	0	0	0	0	0	0	0	0	0	0	29.3	49.5	34.6
1200	13	6	5	2	0	0	0	0	0	0	0	0	0	0	0	30.2	46.2	35.3
1300	12	5	4	3	1	0	0	0	0	0	0	0	0	0	0	31.2	44.5	36.7
1400	13	4	6	3	0	0	0	0	0	0	0	0	0	0	0	31.3	49.9	36.4
1500	14	5	5	3	1	0	0	0	0	0	0	0	0	0	0	31.5	47.9	37.1
1600	17	6	6	4	1	0	0	0	0	0	0	0	0	0	0	31.3	43.0	37.1
1700	18	7	6	3	1	0	0	0	0	0	0	0	0	0	0	31.6	47.4	36.7
1800	10	3	5	2	1	0	0	0	0	0	0	0	0	0	0	32.1	42.6	37.1
1900	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	31.8	42.2	-
2000	6	2	2	2	0	0	0	0	0	0	0	0	0	0	0	32.0	43.2	-
2100	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	31.4	43.6	-
2200	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	40.4	-
2300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	33.4	42.3	-
07-19	139	57	50	26	6	0	0	0	0	0	0	0	0	0	0	30.9	49.9	36.7
06-22	156	63	56	29	7	0	0	0	0	0	0	0	0	0	0	30.9	49.9	36.7
06-00	161	65	58	30	7	0	0	0	0	0	0	0	0	0	0	30.9	49.9	36.7
00-00	164	67	58	30	7	1	0	0	0	0	0	0	0	0	0	30.9	49.9	36.7

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	179	87	56	26	9	1	0	0	0	0	0	0	0	0	0	30.1	45.1	36.4
Tue	160	60	61	32	8	0	0	0	0	0	0	0	0	0	0	31.4	44.7	36.4
Wed	185	73	66	36	9	1	0	0	0	0	0	0	0	0	0	31.0	49.9	37.1
Thu	165	73	49	36	6	1	0	0	0	0	0	0	0	0	0	30.8	47.4	37.1
Fri	182	74	63	35	11	0	0	0	0	0	0	0	0	0	0	30.9	45.0	37.1
Sat	162	64	61	30	7	2	0	0	0	0	0	0	0	0	0	31.1	49.5	36.0
Sun	123	49	52	18	4	1	0	0	0	0	0	0	0	0	0	31.0	46.3	35.6

Vehicles = 2130

Posted speed limit = 50 km/h, Exceeding = 0 (0.00%), Mean Exceeding = 0.00 km/h

Maximum = 49.9 km/h, Minimum = 4.5 km/h, Mean = 30.9 km/h

85% Speed = 36.7 km/h, 95% Speed = 39.6 km/h, Median = 31.0 km/h

20 km/h Pace = 21 - 41, Number in Pace = 1949 (91.50%)

Variance = 33.97, Standard Deviation = 5.83 km/h

In profile: Vehicles = 2130 / 4782 (44.54%)

MetroCount Traffic Executive speed 50

R511468_0012CustomList9N -- English (ENA)

Datasets:

Site: [R511468_0012] Alexander Avenue, Moe - 20m north of Victoria St (opp #38)
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 17:17 Monday, 28 October 2013 => 8:25 Wednesday, 6 November 2013
Zone:
File: R511468_001206Nov2013.EC0 (Plus)
Identifier: A7010FJ3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 29 October 2013 => 0:00 Wednesday, 6 November 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: North (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: speed 50
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
 1 [Total] Number in time step
 2 [Vbin] Speed bin totals
 3 [>PSL] Number exceeding Posted Speed Limit
 4 [Mean] Average speed
 5 [Vmax] Maximum speed
 6 [Vpp] Percentile speed

*** Tuesday, 29 October 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	29.1	-
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9	35.9	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	28.9	-
0800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	32.6	34.5	-
0900	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	32.9	37.7	-
1000	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	33.4	44.4	-
1100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	27.6	38.9	-
1200	3	2	0	0	0	0	1	0	0	0	0	0	0	0	1	31.5	50.5	-
1300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	32.4	32.8	-
1400	9	7	0	1	0	0	0	0	1	0	0	0	0	0	1	28.7	62.7	-
1500	11	4	5	1	1	0	0	0	0	0	0	0	0	0	0	29.4	40.4	33.1
1600	11	3	2	2	2	1	1	0	0	0	0	0	0	0	1	35.9	50.9	42.8
1700	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	43.9	49.5	-
1800	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	27.1	33.9	-
1900	6	1	2	0	0	1	0	0	0	0	1	0	1	2	52.7	103.8	-	
2000	3	1	0	1	0	1	0	0	0	0	0	0	0	0	0	33.6	47.9	-
2100	8	1	1	2	4	0	0	0	0	0	0	0	0	0	0	38.5	44.8	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	30.4	30.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	61	24	20	8	4	2	2	0	1	0	0	0	0	3	31.5	62.7	39.6	
06-22	79	27	23	12	8	4	2	0	1	0	1	0	1	5	34.0	103.8	42.8	
06-00	82	27	26	12	8	4	2	0	1	0	1	0	1	5	33.8	103.8	42.8	
00-00	83	28	26	12	8	4	2	0	1	0	1	0	1	5	33.8	103.8	42.8	

Vehicles = 83
 Posted speed limit = 50 km/h, Exceeding = 5 (6.02%), Mean Exceeding = 68.14 km/h
 Maximum = 103.8 km/h, Minimum = 15.1 km/h, Mean = 33.8 km/h
 85% Speed = 42.8 km/h, 95% Speed = 50.4 km/h, Median = 32.0 km/h
 20 km/h Pace = 21 - 41, Number in Pace = 60 (72.29%)
 Variance = 159.87, Standard Deviation = 12.64 km/h

*** Wednesday, 30 October 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.1	31.1	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	30.5	35.9	-
0900	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	27.0	32.9	-
1000	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	32.5	38.2	-
1100	6	2	3	0	0	1	0	0	0	0	0	0	0	0	0	33.2	48.0	-
1200	10	4	2	3	0	0	0	1	0	0	0	0	0	0	1	34.2	59.1	-
1300	5	2	1	0	0	2	0	0	0	0	0	0	0	0	0	33.5	49.9	-
1400	8	4	2	1	1	0	0	0	0	0	0	0	0	0	0	31.2	42.6	-
1500	7	4	0	0	0	2	1	0	0	0	0	0	0	0	1	35.0	54.2	-
1600	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4	-
1700	8	2	3	1	1	0	0	1	0	0	0	0	0	0	1	36.8	59.7	-
1800	3	2	0	0	0	0	1	0	0	0	0	0	0	0	1	36.3	52.5	-
1900	5	2	1	1	1	0	0	0	0	0	0	0	0	0	0	29.3	41.8	-
2000	5	4	0	0	0	1	0	0	0	0	0	0	0	0	0	29.2	47.1	-
2100	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.7	33.4	-
2200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	36.1	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.7	32.7	-
07-19	65	29	15	10	2	5	2	2	0	0	0	0	0	4	33.1	59.7	42.5	
06-22	77	36	17	11	3	6	2	2	0	0	0	0	0	4	32.4	59.7	41.8	
06-00	80	37	18	12	3	6	2	2	0	0	0	0	0	4	32.4	59.7	41.8	
00-00	81	37	19	12	3	6	2	2	0	0	0	0	0	4	32.3	59.7	41.8	

Vehicles = 81
 Posted speed limit = 50 km/h, Exceeding = 4 (4.94%), Mean Exceeding = 56.36 km/h
 Maximum = 59.7 km/h, Minimum = 11.2 km/h, Mean = 32.3 km/h
 85% Speed = 41.8 km/h, 95% Speed = 49.7 km/h, Median = 30.6 km/h
 20 km/h Pace = 22 - 42, Number in Pace = 63 (77.78%)
 Variance = 90.14, Standard Deviation = 9.49 km/h

*** Thursday, 31 October 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28.3	28.3	-
0600	4	1	1	1	0	1	0	0	0	0	0	0	0	0	36.4	48.5	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	5	0	2	2	1	0	0	0	0	0	0	0	0	0	36.0	40.1	-
0900	5	3	0	0	0	1	1	0	0	0	0	0	0	1	36.9	53.2	-
1000	7	4	3	0	0	0	0	0	0	0	0	0	0	0	26.1	34.2	-
1100	5	1	2	0	0	1	1	0	0	2	0	0	0	1	37.7	52.2	-
1200	5	3	1	1	0	0	0	0	0	0	0	0	0	0	30.4	37.1	-
1300	6	4	2	0	0	0	0	0	0	0	0	0	0	0	25.4	34.4	-
1400	9	4	3	1	0	0	0	1	0	0	0	0	0	1	31.6	58.2	-
1500	8	6	1	1	0	0	0	0	0	0	0	0	0	0	27.5	37.0	-
1600	5	2	1	0	1	0	1	0	0	0	0	0	0	1	36.0	52.4	-
1700	5	1	1	1	1	0	1	0	0	1	0	0	0	1	41.5	60.5	-
1800	5	2	0	1	0	1	0	1	0	0	0	0	0	1	39.1	56.0	-
1900	6	2	3	0	0	1	0	0	0	3	0	0	0	0	32.1	47.9	-
2000	4	1	2	0	1	0	0	0	0	0	0	0	0	0	32.1	40.6	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	32.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	39.9	39.9	-
07-19	65	30	16	7	2	4	3	2	1	0	0	0	0	6	32.7	60.5	40.3
06-22	80	34	23	8	3	6	3	2	1	0	0	0	0	6	32.8	60.5	40.3
06-00	81	34	23	9	3	6	3	2	1	0	0	0	0	6	32.9	60.5	40.3
00-00	82	35	23	9	3	6	3	2	1	0	0	0	0	6	32.9	60.5	40.3

Vehicles = 82
 Posted speed limit = 50 km/h, Exceeding = 6 (7.32%), Mean Exceeding = 55.40 km/h
 Maximum = 60.5 km/h, Minimum = 15.0 km/h, Mean = 32.9 km/h
 85% Speed = 40.3 km/h, 95% Speed = 52.2 km/h, Median = 30.6 km/h
 20 km/h Pace = 21 - 41, Number in Pace = 66 (80.49%)
 Variance = 93.06, Standard Deviation = 9.65 km/h

*** Friday, 1 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	35.5	35.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	34.9	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.1	25.1	-
0700	3	0	1	2	0	0	0	0	0	0	0	0	0	0	34.7	37.6	-
0800	3	2	0	0	0	0	0	0	0	1	0	0	0	1	38.8	67.1	-
0900	5	1	3	1	0	0	0	0	0	0	0	0	0	0	31.2	35.8	-
1000	6	2	0	2	0	2	0	0	0	0	0	0	0	0	34.5	46.3	-
1100	6	3	2	1	0	0	0	0	0	0	0	0	0	0	30.5	39.8	-
1200	11	4	3	3	0	1	0	0	0	3	0	0	0	0	33.6	48.5	36.7
1300	9	4	3	0	1	1	0	0	0	0	0	0	0	0	32.7	49.5	-
1400	13	3	3	2	1	2	2	0	0	0	0	0	0	2	38.7	54.6	49.0
1500	8	3	1	0	4	0	0	0	0	0	0	0	0	0	34.6	44.8	-
1600	11	6	1	1	0	3	0	0	0	0	0	0	0	0	33.4	47.2	45.0
1700	12	7	3	1	1	0	0	0	0	3	0	0	0	0	30.1	44.9	34.2
1800	9	4	1	1	2	1	0	0	0	0	0	0	0	0	31.7	45.3	-
1900	4	1	1	1	0	0	0	0	1	0	0	0	0	1	39.5	64.4	-
2000	6	4	1	0	0	0	0	0	1	0	0	0	0	1	33.1	60.7	-
2100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	35.1	41.9	-
2200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	25.0	30.3	-
2300	3	1	1	0	0	1	0	0	0	0	0	0	0	0	35.6	47.5	-
07-19	96	39	21	14	9	10	2	0	0	1	0	0	0	3	33.6	67.1	44.6
06-22	110	45	25	15	10	10	2	0	2	1	0	0	0	5	33.7	67.1	44.6
06-00	115	47	27	15	10	11	2	0	2	1	0	0	0	5	33.6	67.1	44.6
00-00	117	47	28	16	10	11	2	0	2	1	0	0	0	5	33.7	67.1	44.3

Vehicles = 117
 Posted speed limit = 50 km/h, Exceeding = 5 (4.27%), Mean Exceeding = 59.98 km/h
 Maximum = 67.1 km/h, Minimum = 17.5 km/h, Mean = 33.7 km/h
 85% Speed = 44.3 km/h, 95% Speed = 49.0 km/h, Median = 31.3 km/h
 20 km/h Pace = 19 - 39, Number in Pace = 86 (73.50%)
 Variance = 91.86, Standard Deviation = 9.58 km/h

*** Saturday, 2 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	38.5	38.6	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	33.6	-
0800	2	0	1	1	0	0	0	0	0	0	0	0	0	0	34.7	38.2	-
0900	4	1	2	1	0	0	0	0	0	0	0	0	0	0	32.9	38.1	-
1000	8	5	1	0	1	1	0	0	0	0	0	0	0	0	31.2	46.8	-
1100	8	5	3	0	0	0	0	0	0	0	0	0	0	0	25.2	34.4	-
1200	9	3	3	1	0	2	0	0	0	0	0	0	0	0	34.1	47.1	-
1300	12	4	4	0	2	0	1	1	0	0	0	0	0	2	33.6	55.9	42.1
1400	3	0	0	1	0	0	1	0	0	0	0	0	1	2	59.0	84.0	-
1500	3	0	1	1	0	1	0	0	0	0	0	0	0	0	38.2	48.8	-
1600	5	1	2	0	2	0	0	0	0	0	0	0	0	0	36.2	44.8	-
1700	5	4	0	0	1	0	0	0	0	0	0	0	0	0	26.8	41.3	-
1800	3	1	0	0	1	1	0	0	0	0	0	0	0	0	36.1	48.1	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	3	2	0	0	1	0	0	0	0	0	0	0	0	0	31.9	42.3	-
2100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.7	49.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	4	1	1	1	0	1	0	0	0	0	0	0	0	0	36.2	48.9	-
07-19	63	24	18	5	7	5	2	1	0	0	0	0	1	4	33.5	84.0	44.6
06-22	69	26	18	7	8	6	2	1	0	0	0	0	1	4	33.8	84.0	44.6
06-00	73	27	19	8	8	7	2	1	0	0	0	0	1	4	33.9	84.0	44.6
00-00	73	27	19	8	8	7	2	1	0	0	0	0	1	4	33.9	84.0	44.6

Vehicles = 73

Posted speed limit = 50 km/h, Exceeding = 4 (5.48%), Mean Exceeding = 60.99 km/h

Maximum = 84.0 km/h, Minimum = 10.0 km/h, Mean = 33.9 km/h

85% Speed = 44.6 km/h, 95% Speed = 49.7 km/h, Median = 33.1 km/h

20 km/h Pace = 22 - 42, Number in Pace = 52 (71.23%)

Variance = 134.16, Standard Deviation = 11.58 km/h

*** Sunday, 3 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	35.9	35.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.3	37.3	-
0700	3	1	0	0	1	1	0	0	0	0	0	0	0	0	36.4	45.9	-
0800	2	0	0	0	1	0	1	0	0	0	0	0	0	1	48.0	52.9	-
0900	6	3	1	1	1	0	0	0	0	0	0	0	0	0	31.9	44.8	-
1000	7	3	1	0	0	1	1	1	0	0	0	0	0	2	39.3	59.3	-
1100	8	5	1	1	1	0	0	0	0	0	0	0	0	0	30.6	41.5	-
1200	8	3	3	1	0	0	1	0	0	0	0	0	0	1	33.9	53.1	-
1300	11	4	2	2	1	1	0	0	1	0	0	0	0	1	36.3	60.9	41.8
1400	9	3	3	2	0	0	1	0	0	0	0	0	0	1	33.6	50.2	-
1500	9	3	2	0	2	0	2	0	0	0	0	0	0	2	36.7	52.4	-
1600	4	3	0	1	0	0	0	0	0	0	0	0	0	0	30.2	35.3	-
1700	4	1	1	1	0	0	1	0	0	0	0	0	0	1	36.8	50.8	-
1800	3	1	1	1	0	0	0	0	0	0	0	0	0	0	32.3	35.6	-
1900	4	2	1	1	0	0	0	0	0	0	0	0	0	0	30.5	37.9	-
2000	3	2	0	0	0	1	0	0	0	0	0	0	0	0	30.2	48.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	3	0	0	1	0	1	1	0	0	0	0	0	0	1	45.5	53.4	-
07-19	74	30	15	10	7	3	7	1	1	0	0	0	0	9	34.9	60.9	45.7
06-22	82	34	16	12	7	4	7	1	1	0	0	0	0	9	34.6	60.9	45.7
06-00	85	34	16	13	7	5	8	1	1	0	0	0	0	10	35.0	60.9	46.4
00-00	86	34	16	14	7	5	8	1	1	0	0	0	0	10	35.0	60.9	46.4

Vehicles = 86

Posted speed limit = 50 km/h, Exceeding = 10 (11.63%), Mean Exceeding = 53.92 km/h

Maximum = 60.9 km/h, Minimum = 14.7 km/h, Mean = 35.0 km/h

85% Speed = 46.4 km/h, 95% Speed = 52.9 km/h, Median = 32.0 km/h

20 km/h Pace = 23 - 43, Number in Pace = 65 (75.58%)

Variance = 95.40, Standard Deviation = 9.77 km/h

*** Monday, 4 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9	23.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	3	1	1	0	1	0	0	0	0	0	0	0	0	0	32.5	40.2	-
0700	2	1	1	0	0	0	0	0	0	0	0	0	0	0	30.1	32.4	-
0800	4	1	2	1	0	0	0	0	0	0	0	0	0	0	29.8	35.8	-
0900	8	6	2	0	0	0	0	0	0	0	0	0	0	0	29.4	34.6	-
1000	5	1	2	2	0	0	0	0	0	0	0	0	0	0	30.9	37.4	-
1100	8	3	2	0	1	0	1	0	1	0	0	0	0	2	37.5	62.4	-
1200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	27.2	36.7	-
1300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	28.1	30.3	-
1400	8	3	4	0	1	0	0	0	0	0	0	0	0	0	30.8	43.9	-
1500	4	1	1	1	0	0	1	0	0	0	0	0	0	1	37.2	53.5	-
1600	4	0	3	1	0	0	0	0	0	0	0	0	0	0	34.0	37.8	-
1700	8	5	1	1	0	0	1	0	0	0	0	0	0	1	30.5	53.2	-
1800	5	0	1	2	1	1	0	0	0	0	0	0	0	0	39.3	48.3	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	33.5	35.0	-
2000	4	1	1	1	1	0	0	0	0	0	0	0	0	0	34.9	44.1	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	29.2	29.2	-
2300	2	1	0	0	1	0	0	0	0	0	0	0	0	0	35.3	44.7	-
07-19	63	26	20	9	3	1	3	0	1	0	0	0	0	4	32.3	62.4	37.4
06-22	72	28	24	10	5	1	3	0	1	0	0	0	0	4	32.5	62.4	37.4
06-00	75	30	24	10	6	1	3	0	1	0	0	0	0	4	32.5	62.4	38.5
00-00	76	31	24	10	6	1	3	0	1	0	0	0	0	4	32.4	62.4	38.5

Vehicles = 76

Posted speed limit = 50 km/h, Exceeding = 4 (5.26%), Mean Exceeding = 56.04 km/h

Maximum = 62.4 km/h, Minimum = 18.5 km/h, Mean = 32.4 km/h

85% Speed = 38.5 km/h, 95% Speed = 48.2 km/h, Median = 31.0 km/h

20 km/h Pace = 21 - 41, Number in Pace = 65 (85.53%)

Variance = 68.88, Standard Deviation = 8.30 km/h

*** Tuesday, 5 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28.7	28.7	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28.0	28.0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	2	1	0	1	0	0	0	0	0	0	0	0	0	0	32.2	37.3	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	32.6	-
0900	4	2	0	1	1	0	0	0	0	0	0	0	0	0	33.3	43.8	-
1000	6	3	1	0	1	0	0	1	0	0	0	0	0	1	35.1	56.1	-
1100	5	2	2	0	1	0	0	0	0	0	0	0	0	0	34.0	43.2	-
1200	4	2	1	1	0	0	0	0	0	0	0	0	0	0	30.5	38.0	-
1300	10	4	2	1	1	0	0	1	0	0	0	0	1	2	39.3	92.5	-
1400	6	3	1	2	0	0	0	0	0	0	0	0	0	0	29.8	39.1	-
1500	7	1	2	2	0	0	1	1	0	0	0	0	0	2	38.5	56.8	-
1600	6	3	3	0	0	0	0	0	0	0	0	0	0	0	30.0	33.3	-
1700	4	1	1	0	0	1	1	0	0	0	0	0	0	1	40.3	52.5	-
1800	5	3	1	1	0	0	0	0	0	0	0	0	0	0	30.0	36.2	-
1900	4	1	1	0	0	2	0	0	0	0	0	0	0	0	39.7	49.9	-
2000	3	0	1	1	0	0	0	1	0	0	0	0	0	1	41.7	57.1	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	29.2	29.2	-
2200	3	2	0	0	0	0	1	0	0	0	0	0	0	1	36.1	53.5	-
2300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	27.4	36.7	-
07-19	61	25	16	9	4	1	2	3	0	0	0	0	1	6	34.4	92.5	42.5
06-22	69	27	18	10	4	3	2	4	0	0	0	0	1	7	34.9	92.5	43.6
06-00	76	32	18	11	4	3	3	4	0	0	0	0	1	8	34.6	92.5	43.6
00-00	78	34	18	11	4	3	3	4	0	0	0	0	1	8	34.4	92.5	42.8

Vehicles = 78

Posted speed limit = 50 km/h, Exceeding = 8 (10.26%), Mean Exceeding = 59.48 km/h

Maximum = 92.5 km/h, Minimum = 17.1 km/h, Mean = 34.4 km/h

85% Speed = 42.8 km/h, 95% Speed = 55.8 km/h, Median = 30.6 km/h

20 km/h Pace = 19 - 39, Number in Pace = 62 (79.49%)

Variance = 129.63, Standard Deviation = 11.39 km/h

*** Virtual Day (8)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 80	>PSL 50	Mean	Vmax	Vpp 85
		30	35	40	45	50	55	60	65	70	75	80	160					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	35.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	35.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	28.7	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	34.9	-
0600	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	48.5	-
0700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	45.9	-
0800	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	34.7	67.1	-
0900	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	31.8	53.2	-
1000	6	3	1	1	0	1	0	0	0	0	0	0	0	0	0	32.8	59.3	-
1100	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	32.0	62.4	-
1200	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	32.6	59.1	-
1300	7	3	2	0	1	1	0	0	0	0	0	0	0	0	1	33.9	92.5	-
1400	8	3	2	1	0	0	1	0	0	0	0	0	0	0	1	33.9	84.0	-
1500	7	3	2	1	1	0	1	0	0	0	0	0	0	0	1	33.8	56.8	-
1600	7	3	2	1	1	1	0	0	0	0	0	0	0	0	0	33.5	52.4	-
1700	6	3	1	1	0	0	0	0	0	0	0	0	0	0	1	34.1	60.5	-
1800	5	2	1	1	1	1	0	0	0	0	0	0	0	0	0	33.6	56.0	-
1900	4	1	1	0	0	1	0	0	0	0	0	0	0	0	0	37.5	103.8	-
2000	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.1	60.7	-
2100	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	35.9	49.7	-
2200	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	31.2	53.5	-
2300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	53.4	-
07-19	69	28	18	9	5	4	3	1	1	0	0	0	0	0	5	33.3	92.5	43.2
06-22	80	32	21	11	6	5	3	1	1	0	0	0	0	0	6	33.6	103.8	43.6
06-00	83	34	21	11	6	5	3	1	1	0	0	0	0	0	6	33.6	103.8	43.9
00-00	85	34	22	12	6	5	3	1	1	0	0	0	0	0	6	33.6	103.8	43.9

Vehicles = 676

Posted speed limit = 50 km/h, Exceeding = 46 (6.80%), Mean Exceeding = 58.30 km/h

Maximum = 103.8 km/h, Minimum = 10.0 km/h, Mean = 33.6 km/h

85% Speed = 43.9 km/h, 95% Speed = 52.2 km/h, Median = 31.7 km/h

20 km/h Pace = 21 - 41, Number in Pace = 508 (75.15%)

Variance = 106.58, Standard Deviation = 10.32 km/h

*** Virtual Week (Partial weeks = 1.14)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 80	>PSL 50	Mean	Vmax	Vpp 85
		30	35	40	45	50	55	60	65	70	75	80	160					
Mon	76	31	24	10	6	1	3	0	1	0	0	0	0	0	4	32.4	62.4	38.5
Tue	81	31	22	12	6	4	3	2	1	0	1	0	1	0	7	34.1	103.8	42.8
Wed	81	37	19	12	3	6	2	2	0	0	0	0	0	0	4	32.3	59.7	41.8
Thu	82	35	23	9	3	6	3	2	1	0	0	0	0	0	6	32.9	60.5	40.3
Fri	117	47	28	16	10	11	2	0	2	1	0	0	0	0	5	33.7	67.1	44.3
Sat	73	27	19	8	8	7	2	1	0	0	0	0	1	0	4	33.9	84.0	44.6
Sun	86	34	16	14	7	5	8	1	1	0	0	0	0	10	35.0	60.9	46.4	

Vehicles = 676

Posted speed limit = 50 km/h, Exceeding = 46 (6.80%), Mean Exceeding = 58.30 km/h

Maximum = 103.8 km/h, Minimum = 10.0 km/h, Mean = 33.6 km/h

85% Speed = 43.9 km/h, 95% Speed = 52.2 km/h, Median = 31.7 km/h

20 km/h Pace = 21 - 41, Number in Pace = 508 (75.15%)

Variance = 106.58, Standard Deviation = 10.32 km/h

In profile: Vehicles = 676 / 1350 (50.07%)

MetroCount Traffic Executive speed 50

R511468_0012CustomList9S -- English (ENA)

Datasets:

Site: [R511468_0012] Alexander Avenue, Moe - 20m north of Victoria St (opp #38)
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 17:17 Monday, 28 October 2013 => 8:25 Wednesday, 6 November 2013
Zone:
File: R511468_001206Nov2013.EC0 (Plus)
Identifier: A7010FJ3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 29 October 2013 => 0:00 Wednesday, 6 November 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: South (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: speed 50
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
 1 [Total] Number in time step
 2 [Vbin] Speed bin totals
 3 [>PSL] Number exceeding Posted Speed Limit
 4 [Mean] Average speed
 5 [Vmax] Maximum speed
 6 [Vpp] Percentile speed

*** Tuesday, 29 October 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	>PSL 50	Mean	Vmax	Vpp 85
		30	35	40	45	50	55	60	65	70	75	80	160				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.2	26.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.9	-
0800	6	4	2	0	0	0	0	0	0	0	0	0	0	0	28.8	34.8	-
0900	3	2	1	0	0	0	0	0	0	0	0	0	0	0	27.4	30.3	-
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	27.2	28.4	-
1100	8	2	3	0	1	0	0	1	1	0	0	0	0	2	37.4	61.5	-
1200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	29.8	32.0	-
1300	5	3	1	0	1	0	0	0	0	0	0	0	0	0	28.9	41.9	-
1400	9	6	1	1	1	0	0	0	0	0	0	0	0	0	28.3	40.9	-
1500	11	4	2	4	0	1	0	0	0	2	0	0	0	0	30.4	46.5	36.7
1600	7	3	2	1	0	1	0	0	0	0	0	0	0	0	29.1	48.0	-
1700	5	2	0	0	1	1	0	0	1	0	0	0	0	1	38.5	60.1	-
1800	7	0	3	1	2	0	0	0	1	0	0	0	0	1	40.5	60.5	-
1900	5	1	2	1	1	0	0	0	0	0	0	0	0	0	35.3	44.4	-
2000	3	1	0	2	0	0	0	0	0	0	0	0	0	0	31.3	39.4	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	32.5	-
2200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	31.0	32.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	67	31	16	7	6	3	0	1	3	0	0	0	0	4	31.7	61.5	41.8
06-22	76	33	19	10	7	3	0	1	3	0	0	0	0	4	31.9	61.5	41.8
06-00	78	34	20	10	7	3	0	1	3	0	0	0	0	4	31.9	61.5	40.7
00-00	79	35	20	10	7	3	0	1	3	0	0	0	0	4	31.8	61.5	40.7

Vehicles = 79
 Posted speed limit = 50 km/h, Exceeding = 4 (5.06%), Mean Exceeding = 59.45 km/h
 Maximum = 61.5 km/h, Minimum = 13.5 km/h, Mean = 31.8 km/h
 85% Speed = 40.7 km/h, 95% Speed = 49.3 km/h, Median = 31.7 km/h
 20 km/h Pace = 22 - 42, Number in Pace = 57 (72.15%)
 Variance = 111.32, Standard Deviation = 10.55 km/h

*** Wednesday, 30 October 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	>PSL 50	Mean	Vmax	Vpp 85
		30	35	40	45	50	55	60	65	70	75	80	160				
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	46.0	46.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.7	26.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	24.2	-
0800	5	3	2	0	0	0	0	0	0	0	0	0	0	0	28.4	32.1	-
0900	6	3	2	1	0	0	0	0	0	0	0	0	0	0	30.4	37.7	-
1000	5	4	1	0	0	0	0	0	0	0	0	0	0	0	27.8	32.5	-
1100	4	1	0	1	1	0	0	1	0	0	0	0	0	1	39.7	58.3	-
1200	8	2	2	2	2	0	0	0	0	0	0	0	0	0	34.9	44.1	-
1300	6	1	3	1	0	1	0	0	0	0	0	0	0	0	35.2	50.0	-
1400	5	3	2	0	0	0	0	0	0	0	0	0	0	0	27.0	32.3	-
1500	8	2	1	2	1	1	0	0	0	0	0	0	0	1	37.2	50.1	-
1600	8	5	0	0	0	2	1	0	0	0	0	0	0	1	32.7	50.1	-
1700	11	3	3	2	2	0	0	1	0	0	0	0	0	1	34.4	56.2	42.5
1800	3	1	0	0	0	1	1	0	0	0	0	0	0	1	42.8	52.3	-
1900	4	0	2	1	0	0	1	0	0	0	0	0	0	1	38.0	50.2	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14.5	17.0	-
2100	4	0	0	3	0	1	0	0	0	0	0	0	0	0	39.4	47.5	-
2200	3	1	1	1	0	0	0	0	0	0	0	0	0	0	27.9	37.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	70	29	16	9	6	5	3	2	0	0	0	0	0	5	33.4	58.3	44.6
06-22	80	31	18	13	6	6	4	2	0	0	0	0	0	6	33.4	58.3	44.6
06-00	83	32	19	14	6	6	4	2	0	0	0	0	0	6	33.2	58.3	44.6
00-00	85	33	19	14	6	7	4	2	0	0	0	0	0	6	33.3	58.3	44.6

Vehicles = 85
 Posted speed limit = 50 km/h, Exceeding = 6 (7.06%), Mean Exceeding = 52.85 km/h
 Maximum = 58.3 km/h, Minimum = 12.0 km/h, Mean = 33.3 km/h
 85% Speed = 44.6 km/h, 95% Speed = 50.0 km/h, Median = 32.0 km/h
 20 km/h Pace = 22 - 42, Number in Pace = 61 (71.76%)
 Variance = 102.63, Standard Deviation = 10.13 km/h

*** Thursday, 31 October 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	32.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.0	22.0	-
0800	4	1	2	1	0	0	0	0	0	0	0	0	0	0	28.9	39.0	-
0900	3	1	1	1	0	0	0	0	0	0	0	0	0	0	29.6	36.7	-
1000	7	3	2	0	0	1	1	0	0	0	0	0	0	1	34.6	54.2	-
1100	4	2	1	1	0	0	0	0	0	0	0	0	0	0	30.3	37.2	-
1200	8	4	3	0	0	0	1	0	0	0	0	0	0	1	31.1	50.2	-
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	16.2	19.7	-
1400	5	3	1	1	0	0	0	0	0	0	0	0	0	0	26.4	37.0	-
1500	7	1	4	2	0	0	0	0	0	0	0	0	0	0	31.5	38.3	-
1600	4	2	0	1	1	0	0	0	0	0	0	0	0	0	29.1	43.8	-
1700	13	1	7	3	0	1	0	0	1	0	0	0	0	1	36.6	63.1	39.6
1800	4	0	2	0	1	1	0	0	0	0	0	0	0	0	37.5	45.3	-
1900	6	1	2	0	3	0	0	0	0	2	0	0	0	0	36.7	44.4	-
2000	5	1	2	2	0	0	0	0	0	0	0	0	0	0	34.2	40.0	-
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	33.4	35.1	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	30.8	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.0	33.0	-
07-19	62	21	23	10	2	3	2	0	1	0	0	0	0	3	31.7	63.1	38.9
06-22	75	23	28	13	5	3	2	0	1	0	0	0	0	3	32.3	63.1	40.0
06-00	77	23	30	13	5	3	2	0	1	0	0	0	0	3	32.3	63.1	39.6
00-00	78	23	31	13	5	3	2	0	1	0	0	0	0	3	32.3	63.1	39.6

Vehicles = 78

Posted speed limit = 50 km/h, Exceeding = 3 (3.85%), Mean Exceeding = 55.85 km/h

Maximum = 63.1 km/h, Minimum = 8.6 km/h, Mean = 32.3 km/h

85% Speed = 39.6 km/h, 95% Speed = 45.7 km/h, Median = 32.4 km/h

20 km/h Pace = 24 - 44, Number in Pace = 61 (78.21%)

Variance = 85.08, Standard Deviation = 9.22 km/h

*** Friday, 1 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	28.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	30.8	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	31.3	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	19.8	-
0800	3	2	1	0	0	0	0	0	0	0	0	0	0	0	23.6	30.4	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	34.6	-
1000	9	3	1	3	1	1	0	0	0	0	0	0	0	0	34.8	47.2	-
1100	2	1	0	0	1	0	0	0	0	0	0	0	0	0	35.6	41.8	-
1200	5	0	1	1	2	0	1	0	0	0	0	0	0	1	41.0	53.8	-
1300	9	2	2	3	0	0	0	1	0	0	0	1	0	2	40.5	77.7	-
1400	7	5	1	0	0	0	1	0	0	0	0	0	0	1	25.3	51.5	-
1500	12	4	1	3	2	2	0	0	0	0	0	0	0	0	33.8	47.7	43.9
1600	4	2	1	1	0	0	0	0	0	0	0	0	0	0	31.4	36.8	-
1700	7	0	4	0	0	1	1	0	1	0	0	0	0	2	42.0	62.9	-
1800	9	2	0	3	1	0	1	1	1	0	0	0	0	3	41.7	64.3	-
1900	4	1	1	1	0	0	0	0	0	0	0	1	0	1	44.4	78.8	-
2000	4	1	1	0	0	1	0	1	0	0	0	0	0	1	38.9	56.9	-
2100	3	1	1	0	1	0	0	0	0	0	0	0	0	0	35.0	43.2	-
2200	4	1	1	1	0	1	0	0	0	0	0	0	0	0	32.1	47.2	-
2300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	35.4	39.1	-
07-19	69	22	13	14	7	4	4	2	0	0	1	0	0	9	35.6	77.7	47.5
06-22	81	25	17	15	8	5	4	3	2	0	2	0	0	11	36.1	78.8	47.5
06-00	87	26	19	17	8	6	4	3	2	0	0	2	0	11	35.9	78.8	47.2
00-00	89	27	20	17	8	6	4	3	2	0	0	2	0	11	35.8	78.8	47.2

Vehicles = 89

Posted speed limit = 50 km/h, Exceeding = 11 (12.36%), Mean Exceeding = 60.70 km/h

Maximum = 78.8 km/h, Minimum = 8.6 km/h, Mean = 35.8 km/h

85% Speed = 47.2 km/h, 95% Speed = 59.8 km/h, Median = 34.6 km/h

20 km/h Pace = 24 - 44, Number in Pace = 61 (68.54%)

Variance = 167.78, Standard Deviation = 12.95 km/h

*** Saturday, 2 November 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	10.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.1	32.1	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8	37.8	-
0900	5	0	2	1	1	1	0	0	0	0	0	0	0	0	0	38.7	45.9	-
1000	10	3	3	3	1	0	0	0	0	0	0	0	0	0	0	32.9	40.3	-
1100	8	4	1	3	0	0	0	0	0	0	0	0	0	0	0	30.1	37.2	-
1200	4	0	2	0	1	0	0	1	0	0	0	0	0	0	1	40.4	58.6	-
1300	13	4	6	2	1	0	0	0	0	0	0	0	0	0	0	31.9	41.2	36.7
1400	7	3	1	1	2	0	0	0	0	0	0	0	0	0	0	32.1	42.8	-
1500	7	1	1	1	2	0	1	1	0	0	0	0	0	0	2	41.3	58.3	-
1600	6	1	0	2	3	0	0	0	0	0	0	0	0	0	0	36.8	42.6	-
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	30.6	30.9	-
1800	3	0	1	0	1	0	0	1	0	0	0	0	0	0	1	45.7	58.7	-
1900	4	0	1	0	0	0	0	1	1	0	0	1	0	0	3	54.1	78.4	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.8	-
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	44.1	47.0	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.2	38.2	-
07-19	67	17	19	14	12	1	1	3	0	0	0	0	0	0	4	34.8	58.7	41.0
06-22	73	18	21	14	12	1	2	4	0	0	0	1	0	0	7	35.7	78.4	42.5
06-00	76	18	21	15	13	2	2	4	0	0	0	1	0	0	7	35.9	78.4	42.5
00-00	78	19	22	15	13	2	2	4	0	0	0	1	0	0	7	35.6	78.4	42.5

Vehicles = 78

Posted speed limit = 50 km/h, Exceeding = 7 (8.97%), Mean Exceeding = 59.10 km/h

Maximum = 78.4 km/h, Minimum = 10.9 km/h, Mean = 35.6 km/h

85% Speed = 42.5 km/h, 95% Speed = 55.4 km/h, Median = 33.8 km/h

20 km/h Pace = 23 - 43, Number in Pace = 62 (79.49%)

Variance = 108.20, Standard Deviation = 10.40 km/h

*** Sunday, 3 November 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	32.9	32.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.6	-
0700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	44.6	44.6	-
0800	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3	34.6	-
0900	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	33.9	39.6	-
1000	6	3	1	0	1	1	0	0	0	0	0	0	0	0	0	31.6	48.0	-
1100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	32.8	33.3	-
1200	6	2	0	2	1	1	0	0	0	0	0	0	0	0	0	35.4	45.4	-
1300	8	1	2	2	2	1	0	0	0	0	0	0	0	0	0	38.0	47.3	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	31.6	32.1	-
1500	4	1	1	1	0	0	0	1	0	0	0	0	0	0	1	37.6	52.8	-
1600	5	0	0	2	0	2	0	0	1	0	0	0	0	0	1	45.7	61.2	-
1700	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	29.8	36.5	-
1800	5	1	1	2	0	1	0	0	0	0	0	0	0	0	0	36.0	47.7	-
1900	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	27.8	36.3	-
2000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	46.5	46.5	-
2100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	39.0	39.0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	3	2	0	0	0	0	1	0	0	0	0	0	0	0	1	32.5	53.2	-
07-19	53	14	15	11	5	6	1	0	1	0	0	0	0	0	2	35.2	61.2	44.3
06-22	61	17	17	13	5	7	1	0	1	0	0	0	0	0	2	34.8	61.2	44.3
06-00	64	19	17	13	5	7	2	0	1	0	0	0	0	0	3	34.7	61.2	44.3
00-00	66	19	19	13	5	7	2	0	1	0	0	0	0	0	3	34.6	61.2	44.3

Vehicles = 66

Posted speed limit = 50 km/h, Exceeding = 3 (4.55%), Mean Exceeding = 55.75 km/h

Maximum = 61.2 km/h, Minimum = 12.0 km/h, Mean = 34.6 km/h

85% Speed = 44.3 km/h, 95% Speed = 48.6 km/h, Median = 33.5 km/h

20 km/h Pace = 21 - 41, Number in Pace = 50 (75.76%)

Variance = 85.32, Standard Deviation = 9.24 km/h

*** Monday, 4 November 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.7	31.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	31.2	35.3	-
0700	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	36.2	-
0800	7	4	1	1	0	0	0	0	1	0	0	0	0	0	1	30.5	62.5	-
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	24.6	-
1000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	39.5	39.8	-
1100	7	3	3	0	1	0	0	0	0	0	0	0	0	0	0	30.1	43.8	-
1200	6	2	3	1	0	0	0	0	0	0	0	0	0	0	0	29.6	36.6	-
1300	5	1	3	0	1	0	0	0	0	0	0	0	0	0	0	33.5	42.3	-
1400	11	7	0	3	0	1	0	0	0	0	0	0	0	0	0	29.0	47.3	35.3
1500	4	0	2	0	1	1	0	0	0	0	0	0	0	0	0	38.6	46.6	-
1600	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	30.3	42.2	-
1700	6	1	2	2	0	0	1	0	0	0	0	0	0	0	1	35.8	50.0	-
1800	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	36.4	42.4	-
1900	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	36.7	39.1	-
2000	2	0	0	0	1	0	1	0	0	0	0	0	0	0	1	48.9	54.1	-
2100	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	30.0	33.9	-
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	45.9	48.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	61	24	17	11	5	2	1	0	1	0	0	0	0	0	2	31.8	62.5	39.6
06-22	72	27	20	14	6	2	2	0	1	0	0	0	0	0	3	32.4	62.5	39.6
06-00	74	27	20	14	7	3	2	0	1	0	0	0	0	0	3	32.8	62.5	42.1
00-00	75	27	21	14	7	3	2	0	1	0	0	0	0	0	3	32.8	62.5	42.1

Vehicles = 75

Posted speed limit = 50 km/h, Exceeding = 3 (4.00%), Mean Exceeding = 55.55 km/h

Maximum = 62.5 km/h, Minimum = 15.1 km/h, Mean = 32.8 km/h

85% Speed = 42.1 km/h, 95% Speed = 47.2 km/h, Median = 32.8 km/h

20 km/h Pace = 22 - 42, Number in Pace = 60 (80.00%)

Variance = 79.59, Standard Deviation = 8.92 km/h

*** Tuesday, 5 November 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.3	30.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	52.9	52.9	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.1	31.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0	35.8	45.4	-
1000	6	1	2	2	0	0	0	1	0	0	0	0	0	0	1	36.7	55.1	-
1100	9	1	5	1	1	0	1	0	0	0	0	0	0	0	1	36.2	51.4	-
1200	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	33.2	35.1	-
1300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	58.4	58.4	-
1400	5	2	2	0	1	0	0	0	0	0	0	0	0	0	0	31.0	44.3	-
1500	6	0	4	1	0	1	0	0	0	0	0	0	0	0	0	35.8	49.2	-
1600	7	2	3	2	0	0	0	0	0	0	0	0	0	0	0	32.2	36.4	-
1700	4	0	0	0	1	1	0	2	0	0	0	0	0	0	2	50.6	57.7	-
1800	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	31.1	44.1	-
1900	4	1	0	0	1	0	0	0	2	0	0	0	0	0	2	48.8	64.4	-
2000	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	33.7	41.3	-
2100	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	34.1	40.2	-
2200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	38.0	-
2300	2	0	1	0	0	0	1	0	0	0	0	0	0	0	1	41.7	52.7	-
07-19	50	9	21	8	4	3	1	4	0	0	0	0	0	0	5	36.0	58.4	45.4
06-22	61	11	25	8	7	3	1	4	2	0	0	0	0	0	7	36.6	64.4	45.4
06-00	65	12	26	9	7	3	2	4	2	0	0	0	0	0	8	36.7	64.4	45.4
00-00	68	12	28	9	7	3	3	4	2	0	0	0	0	0	9	36.7	64.4	49.0

Vehicles = 68

Posted speed limit = 50 km/h, Exceeding = 9 (13.24%), Mean Exceeding = 56.82 km/h

Maximum = 64.4 km/h, Minimum = 15.7 km/h, Mean = 36.7 km/h

85% Speed = 49.0 km/h, 95% Speed = 57.6 km/h, Median = 33.8 km/h

20 km/h Pace = 26 - 46, Number in Pace = 54 (79.41%)

Variance = 100.28, Standard Deviation = 10.01 km/h

*** Virtual Day (8)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	46.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	28.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	52.9	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.0	32.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	32.1	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	35.3	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	44.6	-
0800	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	28.2	62.5	-
0900	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	32.3	45.9	-
1000	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	33.3	55.1	-
1100	6	2	2	1	1	0	0	0	0	0	0	0	0	0	1	33.9	61.5	-
1200	6	2	2	1	1	0	0	0	0	0	0	0	0	0	0	34.3	58.6	-
1300	6	2	2	1	1	0	0	0	0	0	0	0	0	0	0	34.6	77.7	-
1400	6	4	1	1	1	0	0	0	0	0	0	0	0	0	0	28.6	51.5	-
1500	7	2	2	2	1	1	0	0	0	0	0	0	0	0	1	35.0	58.3	-
1600	6	2	1	1	1	1	0	0	0	0	0	0	0	0	0	33.3	61.2	-
1700	7	1	3	1	1	1	0	0	0	0	0	0	0	0	1	36.9	63.1	-
1800	5	1	1	1	1	0	0	0	0	0	0	0	0	0	1	39.1	64.3	-
1900	4	1	1	1	1	0	0	0	0	0	0	0	0	0	1	40.0	78.8	-
2000	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	34.8	56.9	-
2100	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	34.4	47.5	-
2200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	34.5	48.3	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	53.2	-
07-19	62	21	18	11	6	3	2	2	1	0	0	0	0	0	4	33.7	77.7	42.5
06-22	72	23	21	13	7	4	2	2	1	0	0	0	0	0	5	34.1	78.8	43.6
06-00	76	24	22	13	7	4	2	2	1	0	0	0	0	0	6	34.1	78.8	43.6
00-00	77	24	23	13	7	4	2	2	1	0	0	0	0	0	6	34.1	78.8	43.6

Vehicles = 618

Posted speed limit = 50 km/h, Exceeding = 46 (7.44%), Mean Exceeding = 57.59 km/h

Maximum = 78.8 km/h, Minimum = 8.6 km/h, Mean = 34.1 km/h

85% Speed = 43.6 km/h, 95% Speed = 52.9 km/h, Median = 32.8 km/h

20 km/h Pace = 22 - 42, Number in Pace = 456 (73.79%)

Variance = 108.34, Standard Deviation = 10.41 km/h

*** Virtual Week (Partial weeks = 1.14)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	75	27	21	14	7	3	2	0	1	0	0	0	0	0	3	32.8	62.5	42.1
Tue	74	24	24	10	7	3	2	3	3	0	0	0	0	0	7	34.1	64.4	43.9
Wed	85	33	19	14	6	7	4	2	0	0	0	0	0	0	6	33.3	58.3	44.6
Thu	78	23	31	13	5	3	2	0	1	0	0	0	0	0	3	32.3	63.1	39.6
Fri	89	27	20	17	8	6	4	3	2	0	0	2	0	0	11	35.8	78.8	47.2
Sat	78	19	22	15	13	2	2	4	0	0	0	1	0	0	7	35.6	78.4	42.5
Sun	66	19	19	13	5	7	2	0	1	0	0	0	0	0	3	34.6	61.2	44.3

Vehicles = 618

Posted speed limit = 50 km/h, Exceeding = 46 (7.44%), Mean Exceeding = 57.59 km/h

Maximum = 78.8 km/h, Minimum = 8.6 km/h, Mean = 34.1 km/h

85% Speed = 43.6 km/h, 95% Speed = 52.9 km/h, Median = 32.8 km/h

20 km/h Pace = 22 - 42, Number in Pace = 456 (73.79%)

Variance = 108.34, Standard Deviation = 10.41 km/h

In profile: Vehicles = 618 / 1350 (45.78%)

MetroCount Traffic Executive speed 50

R511468_0029CustomList9N -- English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m north of Victoria St (opp #18)
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 16:57 Monday, 28 October 2013 => 8:43 Wednesday, 6 November 2013
Zone:
File: R511468_002906Nov2013.EC0 (Plus)
Identifier: CY5792B4 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 29 October 2013 => 0:00 Wednesday, 6 November 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: North (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: speed 50
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
 1 [Total] Number in time step
 2 [Vbin] Speed bin totals
 3 [>PSL] Number exceeding Posted Speed Limit
 4 [Mean] Average speed
 5 [Vmax] Maximum speed
 6 [Vpp] Percentile speed

*** Tuesday, 29 October 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	43.5	46.0	-
0600	4	1	0	0	2	0	0	1	0	0	0	0	0	0	1	42.8	57.4	-
0700	3	0	0	2	0	0	1	0	0	0	0	0	0	0	1	41.2	50.6	-
0800	11	2	0	2	2	2	2	0	1	0	0	0	0	0	3	42.7	60.4	50.4
0900	5	0	0	0	2	2	0	0	1	0	0	0	0	0	1	47.9	60.2	-
1000	6	1	2	1	1	0	1	0	0	0	0	0	0	0	1	37.5	53.7	-
1100	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	25.8	35.8	-
1200	13	3	5	2	3	0	0	0	0	0	0	0	0	0	0	34.2	43.0	40.3
1300	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	42.0	43.9	-
1400	8	1	1	2	2	1	0	0	0	1	0	0	0	0	1	41.1	67.5	-
1500	14	3	1	1	3	4	1	1	0	0	0	0	0	0	2	40.1	58.7	49.7
1600	13	2	1	3	4	2	1	0	0	0	0	0	0	0	1	39.1	53.1	45.0
1700	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	43.6	48.4	-
1800	4	1	0	0	1	1	0	1	0	0	0	0	0	0	1	42.6	58.5	-
1900	6	0	1	0	1	2	0	0	0	1	0	0	1	2	56.8	105.4	-	
2000	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	47.3	48.0	-
2100	8	0	0	3	3	1	0	1	0	0	0	0	0	0	1	42.8	55.0	-
2200	3	0	0	0	2	0	0	1	0	0	0	0	0	0	1	48.8	59.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	91	16	11	16	23	14	6	2	2	1	0	0	0	0	11	39.4	67.5	48.6
06-22	112	17	12	19	29	20	6	4	2	2	0	0	1	15	40.9	105.4	49.3	
06-00	115	17	12	19	31	20	6	5	2	2	2	0	1	16	41.1	105.4	49.7	
00-00	118	17	12	19	33	21	6	5	2	2	0	0	1	16	41.2	105.4	49.3	

Vehicles = 118
 Posted speed limit = 50 km/h, Exceeding = 16 (13.56%), Mean Exceeding = 60.45 km/h
 Maximum = 105.4 km/h, Minimum = 14.3 km/h, Mean = 41.2 km/h
 85% Speed = 49.3 km/h, 95% Speed = 58.7 km/h, Median = 41.4 km/h
 20 km/h Pace = 30 - 50, Number in Pace = 85 (72.03%)
 Variance = 139.42, Standard Deviation = 11.81 km/h

*** Wednesday, 30 October 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	3	0	0	1	0	1	1	0	0	0	0	0	0	0	1	45.5	50.9	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	44.7	44.7	-
0700	3	0	1	1	0	0	1	0	0	0	0	0	0	0	1	40.5	50.5	-
0800	9	2	2	2	2	0	0	1	0	2	0	0	0	0	1	36.0	59.2	-
0900	5	1	1	3	0	0	0	0	0	0	0	0	0	0	0	34.9	38.0	-
1000	7	1	0	1	1	2	2	0	0	0	0	0	0	0	2	42.6	52.5	-
1100	8	0	0	5	2	1	0	0	0	0	0	0	0	0	0	40.1	49.3	-
1200	9	0	0	3	4	0	1	0	1	0	0	0	0	0	2	44.4	64.3	-
1300	3	1	0	0	0	1	1	0	0	0	0	0	0	0	1	40.8	53.5	-
1400	12	0	1	2	1	1	5	1	0	1	0	0	0	0	7	48.0	66.4	54.4
1500	9	3	0	2	2	0	1	1	0	0	0	0	0	0	2	36.6	56.9	-
1600	9	1	0	2	2	2	1	1	0	0	0	0	0	0	2	44.0	58.8	-
1700	14	2	2	1	3	1	1	2	0	2	0	0	0	0	5	44.0	68.8	56.9
1800	5	0	0	3	0	1	1	0	0	0	0	0	0	0	1	42.2	53.1	-
1900	6	0	0	0	1	2	1	1	0	0	1	0	0	0	3	52.9	70.2	-
2000	5	1	1	0	2	1	0	0	0	0	0	0	0	0	0	36.4	46.8	-
2100	2	0	0	1	0	0	0	1	0	0	0	0	0	0	1	48.2	57.4	-
2200	3	1	0	1	0	1	0	0	0	0	0	0	0	0	0	35.7	48.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	93	11	7	25	17	9	14	6	1	3	0	0	0	0	24	41.8	68.8	52.2
06-22	107	12	8	26	21	12	15	8	1	3	1	0	0	0	28	42.3	70.2	52.2
06-00	110	13	8	27	21	13	15	8	1	3	1	0	0	0	28	42.2	70.2	52.2
00-00	113	13	8	28	21	14	16	8	1	3	1	0	0	0	29	42.2	70.2	52.2

Vehicles = 113
 Posted speed limit = 50 km/h, Exceeding = 29 (25.66%), Mean Exceeding = 56.00 km/h
 Maximum = 70.2 km/h, Minimum = 13.8 km/h, Mean = 42.2 km/h
 85% Speed = 52.2 km/h, 95% Speed = 58.7 km/h, Median = 40.7 km/h
 20 km/h Pace = 32 - 52, Number in Pace = 81 (71.68%)
 Variance = 128.90, Standard Deviation = 11.35 km/h

*** Thursday, 31 October 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	46.9	46.9	-
0500	3	0	0	2	0	1	0	0	0	0	0	0	0	0	41.2	47.2	-
0600	6	2	0	1	0	1	1	1	0	0	0	0	0	2	40.8	59.3	-
0700	4	0	1	0	1	1	1	0	0	0	0	0	0	1	42.7	51.0	-
0800	7	2	0	1	0	1	2	0	1	0	0	0	0	3	43.6	62.8	-
0900	6	0	0	0	2	0	4	0	0	0	0	0	0	4	49.3	54.5	-
1000	8	4	0	1	2	1	0	0	0	0	0	0	0	0	34.1	49.4	-
1100	10	3	0	3	3	1	0	0	0	0	0	0	0	0	33.8	47.1	-
1200	6	0	0	1	0	4	1	0	0	0	0	0	0	1	46.8	52.0	-
1300	7	1	0	1	2	2	0	0	1	0	0	0	0	1	41.8	63.0	-
1400	14	1	4	1	2	4	1	0	1	0	0	0	0	2	41.3	60.1	47.9
1500	9	0	0	1	1	5	1	0	1	0	0	0	0	2	48.4	60.7	-
1600	6	0	2	3	0	0	1	0	0	0	0	0	0	1	38.3	53.0	-
1700	6	0	0	0	2	4	0	0	0	0	0	0	0	0	45.0	45.3	-
1800	8	2	0	0	3	0	1	2	0	0	0	0	0	3	43.2	56.5	-
1900	3	0	0	1	1	1	0	0	0	0	0	0	0	0	41.1	45.2	-
2000	5	0	0	1	2	2	0	0	0	0	0	0	0	0	44.2	49.3	-
2100	2	0	0	0	0	0	1	1	0	0	0	0	0	2	56.4	58.7	-
2200	2	0	1	0	0	1	0	0	0	0	0	0	0	0	40.5	47.6	-
2300	3	1	0	1	0	0	1	0	0	0	0	0	0	1	39.7	53.7	-
07-19	91	13	7	12	18	23	12	2	4	0	0	0	0	18	41.9	63.0	51.5
06-22	107	15	7	15	21	27	14	4	4	0	0	0	0	22	42.2	63.0	51.5
06-00	112	16	8	16	21	28	15	4	4	0	0	0	0	23	42.1	63.0	51.5
00-00	116	16	8	18	21	30	15	4	4	0	0	0	0	23	42.1	63.0	51.5

Vehicles = 116
 Posted speed limit = 50 km/h, Exceeding = 23 (19.83%), Mean Exceeding = 55.00 km/h
 Maximum = 63.0 km/h, Minimum = 11.1 km/h, Mean = 42.1 km/h
 85% Speed = 51.5 km/h, 95% Speed = 56.5 km/h, Median = 43.9 km/h
 20 km/h Pace = 32 - 52, Number in Pace = 85 (73.28%)
 Variance = 108.98, Standard Deviation = 10.44 km/h

*** Friday, 1 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	4	0	0	1	2	0	0	1	0	0	0	0	0	1	45.0	55.7	-
0600	4	2	0	1	0	1	0	0	0	0	0	0	0	0	30.2	48.4	-
0700	6	0	0	2	2	1	0	1	0	0	0	0	0	1	43.6	57.0	-
0800	8	2	3	0	1	0	1	0	0	0	0	1	0	2	38.0	75.3	-
0900	9	2	0	3	0	2	1	1	0	0	0	0	0	2	40.0	56.8	-
1000	5	1	0	0	2	2	0	0	0	0	0	0	0	0	39.5	46.2	-
1100	9	1	2	0	2	1	2	1	0	0	0	0	0	3	42.4	56.8	-
1200	13	1	2	0	1	5	3	1	0	2	0	0	0	4	44.6	56.4	51.1
1300	9	2	1	3	0	2	0	1	0	0	0	0	0	1	39.0	56.9	-
1400	15	1	1	4	1	7	1	0	0	0	0	0	0	1	42.4	52.5	48.6
1500	8	1	1	1	2	2	1	0	0	0	0	0	0	1	41.0	53.5	-
1600	12	1	0	2	1	4	1	3	0	0	0	0	0	4	45.5	59.4	55.1
1700	19	7	2	2	4	3	0	0	0	1	0	0	0	1	36.1	65.6	45.0
1800	9	1	1	1	2	3	0	1	0	0	0	0	0	1	40.9	55.3	-
1900	3	1	0	1	0	0	0	0	1	0	0	0	0	1	40.6	64.8	-
2000	5	1	0	1	2	1	0	0	0	0	0	0	0	0	38.6	45.3	-
2100	4	0	1	1	0	1	0	0	1	0	0	0	0	1	45.7	60.1	-
2200	2	0	0	0	1	0	0	1	0	0	0	0	0	1	50.7	58.5	-
2300	4	0	0	0	1	1	2	0	0	0	0	0	0	2	48.9	53.3	-
07-19	122	20	13	18	18	32	10	9	0	1	0	1	0	21	41.0	75.3	50.8
06-22	138	24	14	22	20	35	10	9	2	1	0	1	0	23	40.7	75.3	50.4
06-00	144	24	14	22	22	36	12	10	2	1	0	1	0	26	41.1	75.3	50.8
00-00	148	24	14	23	24	36	12	11	2	1	0	1	0	27	41.2	75.3	50.8

Vehicles = 148
 Posted speed limit = 50 km/h, Exceeding = 27 (18.24%), Mean Exceeding = 56.03 km/h
 Maximum = 75.3 km/h, Minimum = 9.6 km/h, Mean = 41.2 km/h
 85% Speed = 50.8 km/h, 95% Speed = 56.9 km/h, Median = 42.8 km/h
 20 km/h Pace = 32 - 52, Number in Pace = 101 (68.24%)
 Variance = 129.24, Standard Deviation = 11.37 km/h

*** Saturday, 2 November 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	0	0	0	1	0	1	0	0	0	0	0	0	0	1	46.8	51.8	-
0600	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	41.9	46.3	-
0700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	50.5	50.5	-
0800	8	0	0	2	1	3	0	1	1	0	0	0	0	0	2	47.5	60.7	-
0900	6	1	2	1	1	1	0	0	0	0	0	0	0	0	0	36.4	49.9	-
1000	11	4	3	0	2	0	2	0	0	0	0	0	0	0	2	35.0	54.1	43.9
1100	7	0	1	1	4	1	0	0	0	0	0	0	0	0	0	41.1	48.8	-
1200	14	0	1	1	3	6	2	1	0	0	0	0	0	0	3	45.2	56.0	52.6
1300	18	2	2	2	6	1	2	2	0	1	0	0	0	0	5	43.0	66.1	52.6
1400	7	1	0	0	1	1	2	1	0	0	0	0	0	1	4	52.2	91.4	-
1500	6	1	1	0	1	1	2	0	0	0	0	0	0	0	2	41.4	54.7	-
1600	6	0	0	0	2	1	1	2	0	0	0	0	0	0	3	50.0	56.6	-
1700	5	2	1	0	0	0	1	1	0	0	0	0	0	0	2	38.9	58.5	-
1800	4	1	0	0	1	1	0	1	0	0	0	0	0	0	1	41.1	56.7	-
1900	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	30.0	44.1	-
2000	5	1	0	2	0	2	0	0	0	0	0	0	0	0	0	38.4	47.8	-
2100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	46.0	49.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	5	1	0	2	0	2	0	0	0	0	0	0	0	0	0	40.6	49.5	-
07-19	93	12	11	7	22	16	13	9	1	1	0	0	1	25	43.0	91.4	54.0	
06-22	104	14	11	10	24	20	13	9	1	1	0	0	1	25	42.6	91.4	54.0	
06-00	109	15	11	12	24	22	13	9	1	1	0	0	1	25	42.5	91.4	54.0	
00-00	111	15	11	12	25	22	14	9	1	1	0	0	1	26	42.6	91.4	52.6	

Vehicles = 111

Posted speed limit = 50 km/h, Exceeding = 26 (23.42%), Mean Exceeding = 56.42 km/h

Maximum = 91.4 km/h, Minimum = 14.1 km/h, Mean = 42.6 km/h

85% Speed = 52.6 km/h, 95% Speed = 56.5 km/h, Median = 42.8 km/h

20 km/h Pace = 33 - 53, Number in Pace = 76 (68.47%)

Variance = 138.20, Standard Deviation = 11.76 km/h

*** Sunday, 3 November 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	9.2	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.7	40.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	51.8	51.8	-
0700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	37.2	38.3	-
0800	4	0	0	2	1	0	0	0	1	0	0	0	0	0	1	45.3	61.2	-
0900	5	0	0	2	0	2	0	1	0	0	0	0	0	0	1	45.1	57.2	-
1000	10	3	2	1	0	2	0	2	0	0	0	0	0	0	2	40.3	59.2	-
1100	10	1	0	4	4	0	1	0	0	0	0	0	0	0	1	39.0	52.8	-
1200	9	1	0	1	2	1	4	0	0	0	0	0	0	0	4	43.8	50.6	-
1300	10	1	1	3	2	2	0	0	1	0	0	0	0	0	1	41.1	60.6	-
1400	10	0	3	2	0	2	2	1	0	0	0	0	0	0	3	42.5	55.4	-
1500	13	4	0	3	2	2	1	1	0	0	0	0	0	0	2	37.6	59.1	46.1
1600	6	1	0	0	2	2	0	0	1	0	0	0	0	0	1	44.8	61.9	-
1700	6	0	2	0	2	0	0	2	0	0	0	0	0	0	2	45.6	59.9	-
1800	2	0	0	0	0	1	1	0	0	0	0	0	0	0	1	49.4	53.7	-
1900	5	0	1	1	2	1	0	0	0	0	0	0	0	0	0	41.0	46.7	-
2000	4	1	1	0	2	0	0	0	0	0	0	0	0	0	0	36.9	44.7	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	42.4	42.4	-
2300	3	1	0	0	0	1	1	0	0	0	0	0	0	0	1	41.4	50.6	-
07-19	87	11	8	20	15	14	9	7	3	0	0	0	0	19	41.8	61.9	52.6	
06-22	97	12	10	21	19	15	10	7	3	0	0	0	0	20	41.6	61.9	51.1	
06-00	101	13	10	21	20	16	11	7	3	0	0	0	0	21	41.6	61.9	51.1	
00-00	103	14	10	21	21	16	11	7	3	0	0	0	0	21	41.3	61.9	51.1	

Vehicles = 103

Posted speed limit = 50 km/h, Exceeding = 21 (20.39%), Mean Exceeding = 55.07 km/h

Maximum = 61.9 km/h, Minimum = 9.2 km/h, Mean = 41.3 km/h

85% Speed = 51.1 km/h, 95% Speed = 59.0 km/h, Median = 41.8 km/h

20 km/h Pace = 32 - 52, Number in Pace = 74 (71.84%)

Variance = 106.78, Standard Deviation = 10.33 km/h

*** Monday, 4 November 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	40.2	41.5	-
0600	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	47.3	49.1	-
0700	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	34.4	41.2	-
0800	6	1	0	2	1	1	1	0	0	0	0	0	0	0	1	40.4	51.4	-
0900	13	4	4	1	2	1	0	1	0	0	0	0	0	0	1	34.1	58.9	44.3
1000	7	4	0	0	2	1	0	0	0	0	0	0	0	0	0	32.4	46.0	-
1100	8	2	0	3	1	1	0	0	1	0	0	0	0	0	1	39.0	60.7	-
1200	6	1	2	2	0	1	0	0	0	0	0	0	0	0	0	35.0	47.6	-
1300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.9	38.9	-
1400	10	1	2	2	1	2	2	0	0	0	0	0	0	0	2	39.9	50.6	-
1500	7	0	2	1	1	2	1	0	0	0	0	0	0	0	1	42.2	53.9	-
1600	4	1	0	0	1	1	0	0	1	0	0	0	0	0	1	44.1	61.8	-
1700	11	1	0	2	2	4	1	1	0	0	0	0	0	0	2	43.8	56.6	49.7
1800	7	0	0	0	2	1	4	0	0	0	0	0	0	0	4	49.4	54.8	-
1900	5	1	0	0	2	2	0	0	0	0	0	0	0	0	2	44.9	53.1	-
2000	6	1	0	1	1	0	1	1	0	1	0	0	0	0	3	45.2	67.0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	2	0	0	0	1	0	1	0	0	0	0	0	0	0	1	47.6	51.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	83	16	11	14	14	15	9	2	2	0	0	0	0	0	13	39.5	61.8	50.0
06-22	97	18	11	15	15	20	12	3	2	1	0	0	0	0	18	40.3	67.0	51.1
06-00	99	18	11	15	16	20	13	3	2	1	0	0	0	0	19	40.5	67.0	51.1
00-00	102	18	11	16	18	20	13	3	2	1	0	0	0	0	19	40.5	67.0	51.1

Vehicles = 102

Posted speed limit = 50 km/h, Exceeding = 19 (18.63%), Mean Exceeding = 55.04 km/h

Maximum = 67.0 km/h, Minimum = 12.4 km/h, Mean = 40.5 km/h

85% Speed = 51.1 km/h, 95% Speed = 56.5 km/h, Median = 41.4 km/h

20 km/h Pace = 32 - 52, Number in Pace = 69 (67.65%)

Variance = 123.99, Standard Deviation = 11.13 km/h

*** Tuesday, 5 November 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.0	40.0	-
0500	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	40.9	45.3	-
0600	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	34.3	41.1	-
0700	4	0	1	0	0	1	2	0	0	0	0	0	0	0	2	46.1	53.9	-
0800	7	0	0	3	1	1	2	0	0	0	0	0	0	0	2	44.4	51.9	-
0900	7	0	1	3	2	0	1	0	0	0	0	0	0	0	1	40.8	50.6	-
1000	8	1	0	1	0	4	1	1	0	0	0	0	0	0	2	44.4	59.8	-
1100	5	0	0	2	0	2	1	0	0	0	0	0	0	0	1	45.5	54.0	-
1200	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	41.2	46.9	-
1300	10	1	0	2	0	4	1	0	1	0	0	0	0	1	3	49.9	89.9	-
1400	6	2	1	1	0	2	0	0	0	0	0	0	0	0	0	32.9	47.9	-
1500	7	1	0	0	1	2	3	0	0	0	0	0	0	0	3	43.3	51.4	-
1600	8	1	0	0	4	3	0	0	0	0	0	0	0	0	0	42.0	48.1	-
1700	7	1	0	0	1	5	0	0	0	0	0	0	0	0	0	44.2	48.7	-
1800	8	0	0	2	1	2	2	1	0	0	0	0	0	0	3	46.5	58.4	-
1900	5	1	0	1	0	2	0	0	1	0	0	0	0	0	1	43.7	63.8	-
2000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	45.5	47.4	-
2100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	44.4	45.9	-
2200	3	0	0	0	0	0	1	1	0	0	1	0	0	0	3	59.1	70.3	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	28.2	-
07-19	81	7	3	16	11	27	13	2	1	0	0	0	1	17	43.8	89.9	51.1	
06-22	92	9	3	17	14	31	13	2	2	0	0	0	1	18	43.6	89.9	50.8	
06-00	97	11	3	17	14	31	14	3	2	0	1	0	1	21	43.7	89.9	51.1	
00-00	100	11	3	19	14	32	14	3	2	0	1	0	1	21	43.6	89.9	51.1	

Vehicles = 100

Posted speed limit = 50 km/h, Exceeding = 21 (21.00%), Mean Exceeding = 56.39 km/h

Maximum = 89.9 km/h, Minimum = 16.3 km/h, Mean = 43.6 km/h

85% Speed = 51.1 km/h, 95% Speed = 58.3 km/h, Median = 45.0 km/h

20 km/h Pace = 35 - 55, Number in Pace = 80 (80.00%)

Variance = 120.67, Standard Deviation = 10.98 km/h

*** Virtual Day (8)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 80	>PSL 50	Mean	Vmax	Vpp 85
		30	35	40	45	50	55	60	65	70	75	80	160					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	9.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	46.9	-
0500	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	43.3	55.7	-
0600	3	1	0	0	1	1	0	0	0	0	0	0	0	0	1	40.3	59.3	-
0700	3	0	1	1	1	0	1	0	0	0	0	0	0	0	1	41.9	57.0	-
0800	8	1	1	2	1	1	1	0	1	0	0	0	0	0	2	42.0	75.3	-
0900	7	1	1	2	1	1	1	0	0	0	0	0	0	0	1	40.0	60.2	-
1000	8	2	1	1	1	2	1	0	0	0	0	0	0	0	1	38.1	59.8	-
1100	8	1	1	2	2	1	1	0	0	0	0	0	0	0	1	38.5	60.7	-
1200	9	1	1	2	2	2	1	0	0	0	0	0	0	0	2	42.0	64.3	-
1300	8	1	1	2	2	2	1	0	0	0	0	0	0	0	2	42.9	89.9	-
1400	10	1	2	2	1	3	2	0	0	0	0	0	0	0	3	42.8	91.4	51.8
1500	9	2	1	1	2	2	1	0	0	0	0	0	0	0	2	41.0	60.7	-
1600	8	1	0	1	2	2	1	1	0	0	0	0	0	0	2	43.2	61.9	-
1700	9	2	1	1	2	2	0	1	0	0	0	0	0	0	2	41.8	68.8	-
1800	6	1	0	1	1	1	1	1	0	0	0	0	0	0	2	44.2	58.5	-
1900	4	1	0	1	1	1	0	0	0	0	0	0	0	0	1	46.0	105.4	-
2000	4	1	0	1	1	1	0	0	0	0	0	0	0	0	0	41.1	67.0	-
2100	3	0	0	1	1	1	0	0	0	0	0	0	0	0	1	45.8	60.1	-
2200	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	46.9	70.3	-
2300	2	1	0	0	0	1	1	0	0	0	0	0	0	0	1	40.4	53.7	-
07-19	93	13	9	16	17	19	11	5	2	1	0	0	0	0	19	41.5	91.4	51.5
06-22	107	15	10	18	20	23	12	6	2	1	0	0	0	0	21	41.7	105.4	51.5
06-00	111	16	10	19	21	23	12	6	2	1	0	0	0	0	22	41.8	105.4	51.5
00-00	114	16	10	20	22	24	13	6	2	1	0	0	0	0	23	41.8	105.4	51.5

Vehicles = 911

Posted speed limit = 50 km/h, Exceeding = 182 (19.98%), Mean Exceeding = 56.17 km/h

Maximum = 105.4 km/h, Minimum = 9.2 km/h, Mean = 41.8 km/h

85% Speed = 51.5 km/h, 95% Speed = 58.3 km/h, Median = 42.5 km/h

20 km/h Pace = 32 - 52, Number in Pace = 635 (69.70%)

Variance = 124.80, Standard Deviation = 11.17 km/h

*** Virtual Week (Partial weeks = 1.14)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 80	>PSL 50	Mean	Vmax	Vpp 85
		30	35	40	45	50	55	60	65	70	75	80	160					
Mon	102	18	11	16	18	20	13	3	2	1	0	0	0	0	19	40.5	67.0	51.1
Tue	109	14	8	19	24	27	10	4	2	1	1	0	1	1	19	42.3	105.4	50.4
Wed	113	13	8	28	21	14	16	8	1	3	1	0	0	0	29	42.2	70.2	52.2
Thu	116	16	8	18	21	30	15	4	4	0	0	0	0	0	23	42.1	63.0	51.5
Fri	148	24	14	23	24	36	12	11	2	1	0	1	0	0	27	41.2	75.3	50.8
Sat	111	15	11	12	25	22	14	9	1	1	0	0	1	1	26	42.6	91.4	52.6
Sun	103	14	10	21	21	16	11	7	3	0	0	0	0	0	21	41.3	61.9	51.1

Vehicles = 911

Posted speed limit = 50 km/h, Exceeding = 182 (19.98%), Mean Exceeding = 56.17 km/h

Maximum = 105.4 km/h, Minimum = 9.2 km/h, Mean = 41.8 km/h

85% Speed = 51.5 km/h, 95% Speed = 58.3 km/h, Median = 42.5 km/h

20 km/h Pace = 32 - 52, Number in Pace = 635 (69.70%)

Variance = 124.80, Standard Deviation = 11.17 km/h

In profile: Vehicles = 911 / 1887 (48.28%)

MetroCount Traffic Executive speed 50

R511468_0029CustomList9S -- English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m north of Victoria St (opp #18)
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 16:57 Monday, 28 October 2013 => 8:43 Wednesday, 6 November 2013
Zone:
File: R511468_002906Nov2013.EC0 (Plus)
Identifier: CY5792B4 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 29 October 2013 => 0:00 Wednesday, 6 November 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 160 km/h.
Direction: South (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: speed 50
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
 1 [Total] Number in time step
 2 [Vbin] Speed bin totals
 3 [>PSL] Number exceeding Posted Speed Limit
 4 [Mean] Average speed
 5 [Vmax] Maximum speed
 6 [Vpp] Percentile speed

*** Tuesday, 29 October 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	44.0	47.0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	53.4	53.4	-
0700	2	1	0	0	0	0	1	0	0	0	0	0	0	0	1	39.3	50.9	-
0800	7	0	2	1	2	1	1	0	0	0	0	0	0	0	1	40.9	53.5	-
0900	5	1	1	1	1	0	1	0	0	0	0	0	0	0	1	36.9	54.0	-
1000	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0	35.5	45.8	-
1100	12	2	4	2	1	1	1	1	0	0	0	0	0	0	2	37.5	59.7	47.5
1200	9	3	2	1	3	0	0	0	0	0	0	0	0	0	0	33.7	44.3	-
1300	5	2	1	1	1	0	0	0	0	0	0	0	0	0	0	30.1	41.1	-
1400	12	6	3	0	1	2	0	0	0	0	0	0	0	0	0	31.2	48.9	44.6
1500	12	1	2	2	2	3	2	0	0	0	0	0	0	0	2	40.4	52.0	47.9
1600	9	2	0	0	3	2	2	0	0	0	0	0	0	0	2	39.9	53.3	-
1700	11	0	4	4	0	0	1	1	1	0	0	0	0	0	3	40.4	64.8	50.8
1800	11	0	1	1	3	5	0	0	1	0	0	0	0	0	1	45.3	63.0	49.3
1900	3	0	0	0	1	1	1	0	0	0	0	0	0	0	1	47.5	52.6	-
2000	4	0	0	2	1	0	0	1	0	0	0	0	0	0	1	43.5	57.9	-
2100	3	1	0	1	0	0	0	0	1	0	0	0	0	0	1	38.8	62.4	-
2200	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	38.7	47.0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	98	18	22	13	17	15	9	2	2	0	0	0	0	0	13	37.9	64.8	48.6
06-22	109	19	22	16	19	16	11	3	3	0	0	0	0	0	17	38.6	64.8	50.4
06-00	111	19	23	16	19	17	11	3	3	0	0	0	0	0	17	38.6	64.8	49.3
00-00	113	19	23	16	20	18	11	3	3	0	0	0	0	0	17	38.7	64.8	49.3

Vehicles = 113
 Posted speed limit = 50 km/h, Exceeding = 17 (15.04%), Mean Exceeding = 55.24 km/h
 Maximum = 64.8 km/h, Minimum = 15.1 km/h, Mean = 38.7 km/h
 85% Speed = 49.3 km/h, 95% Speed = 53.6 km/h, Median = 39.2 km/h
 20 km/h Pace = 30 - 50, Number in Pace = 77 (68.14%)
 Variance = 126.80, Standard Deviation = 11.26 km/h

*** Wednesday, 30 October 2013**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	44.2	47.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	46.4	46.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	2	0	1	0	0	0	1	0	0	0	0	0	0	0	1	41.7	52.4	-
0800	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	38.5	41.5	-
0900	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	34.6	40.0	-
1000	8	4	2	1	0	0	1	0	0	0	0	0	0	0	1	32.1	52.4	-
1100	8	0	1	0	5	1	0	1	0	0	0	0	0	0	1	43.4	58.6	-
1200	9	1	1	0	1	4	1	0	1	0	0	0	0	0	2	44.7	60.7	-
1300	8	2	1	0	3	1	1	0	0	0	0	0	0	0	1	39.1	54.7	-
1400	6	2	1	0	2	0	1	0	0	0	0	0	0	0	1	36.0	50.4	-
1500	11	2	0	2	1	5	1	0	0	0	0	0	0	0	1	42.2	51.8	48.6
1600	9	2	0	2	1	2	1	1	0	0	0	0	0	0	2	39.7	55.2	-
1700	15	0	3	1	5	3	2	0	1	0	0	0	0	0	3	44.4	64.4	52.6
1800	9	1	2	2	0	1	2	1	0	0	0	0	0	0	3	41.6	59.3	-
1900	7	0	0	1	1	2	2	1	0	0	0	0	0	0	3	48.2	56.0	-
2000	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9	31.4	-
2100	5	0	0	1	0	1	1	1	1	0	0	0	0	0	3	51.0	61.9	-
2200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	43.1	44.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	93	14	15	11	20	17	11	3	2	0	0	0	0	0	16	40.6	64.4	50.4
06-22	107	15	16	13	21	20	14	5	3	0	0	0	0	0	22	41.2	64.4	51.8
06-00	109	15	16	13	23	20	14	5	3	0	0	0	0	0	22	41.3	64.4	51.8
00-00	112	15	16	13	24	22	14	5	3	0	0	0	0	0	22	41.4	64.4	51.5

Vehicles = 112
 Posted speed limit = 50 km/h, Exceeding = 22 (19.64%), Mean Exceeding = 54.75 km/h
 Maximum = 64.4 km/h, Minimum = 13.9 km/h, Mean = 41.4 km/h
 85% Speed = 51.5 km/h, 95% Speed = 55.8 km/h, Median = 41.8 km/h
 20 km/h Pace = 33 - 53, Number in Pace = 79 (70.54%)
 Variance = 105.43, Standard Deviation = 10.27 km/h

*** Thursday, 31 October 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.1	48.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	48.9	48.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	2	1	0	0	0	1	0	0	0	0	0	0	0	0	32.8	47.0	-
0800	4	0	0	1	2	1	0	0	0	0	0	0	0	0	42.3	48.8	-
0900	6	1	1	1	1	0	2	0	0	0	0	0	0	2	39.2	52.2	-
1000	6	1	1	3	1	0	0	0	0	0	0	0	0	0	33.5	42.8	-
1100	8	3	0	1	3	1	0	0	0	0	0	0	0	0	35.2	48.5	-
1200	9	2	2	1	3	1	0	0	0	0	0	0	0	0	35.3	49.7	-
1300	4	1	2	0	1	0	0	0	0	0	0	0	0	0	30.9	44.8	-
1400	8	1	2	1	1	2	1	0	0	2	0	0	0	1	38.2	50.9	-
1500	10	1	0	1	4	2	0	1	1	0	0	0	0	2	43.9	60.1	-
1600	5	0	0	2	0	3	0	0	0	0	0	0	0	0	43.9	49.8	-
1700	18	2	0	5	3	2	5	0	0	1	0	0	0	6	43.1	67.8	52.9
1800	8	0	0	3	1	2	2	0	0	0	0	0	0	2	45.1	53.1	-
1900	5	1	1	1	1	0	1	0	0	0	0	0	0	1	38.3	50.7	-
2000	7	1	0	0	2	3	1	0	0	0	0	0	0	1	43.8	51.3	-
2100	5	0	0	1	1	0	2	1	0	0	0	0	0	3	48.2	58.6	-
2200	2	1	0	0	1	0	0	0	0	0	0	0	0	0	30.5	44.8	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.1	41.1	-
07-19	88	13	8	19	20	15	10	1	1	1	0	0	0	13	39.7	67.8	49.7
06-22	105	15	9	21	24	18	14	2	1	1	0	0	0	18	40.3	67.8	50.4
06-00	108	16	9	21	26	18	14	2	1	1	0	0	0	18	40.1	67.8	50.4
00-00	110	16	9	21	26	20	14	2	1	1	0	0	0	18	40.3	67.8	50.4

Vehicles = 110
 Posted speed limit = 50 km/h, Exceeding = 18 (16.36%), Mean Exceeding = 54.07 km/h
 Maximum = 67.8 km/h, Minimum = 10.6 km/h, Mean = 40.3 km/h
 85% Speed = 50.4 km/h, 95% Speed = 53.6 km/h, Median = 41.4 km/h
 20 km/h Pace = 34 - 54, Number in Pace = 83 (75.45%)
 Variance = 120.37, Standard Deviation = 10.97 km/h

*** Friday, 1 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	47.7	47.7	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	33.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.4	49.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	0	1	0	0	0	0	0	0	1	53.6	53.6	-
0700	3	1	0	0	0	1	0	1	0	0	0	0	0	1	44.3	57.5	-
0800	2	0	0	0	2	0	0	0	0	0	0	0	0	0	42.7	42.9	-
0900	3	2	0	0	0	1	0	0	0	0	0	0	0	0	29.7	46.4	-
1000	12	1	1	2	3	4	1	0	0	0	0	0	0	1	41.2	52.5	46.1
1100	4	0	0	2	1	0	0	1	0	0	0	0	0	1	44.7	57.9	-
1200	7	1	0	1	1	3	1	0	0	0	0	0	0	1	41.1	52.2	-
1300	9	3	3	0	0	1	0	0	1	0	0	1	0	2	39.2	78.4	-
1400	11	4	0	3	0	2	2	0	0	0	0	0	0	2	36.8	53.0	45.0
1500	12	1	0	1	3	3	3	0	1	0	0	0	0	4	46.4	61.5	53.6
1600	5	0	1	2	2	0	0	0	0	0	0	0	0	0	37.9	42.2	-
1700	15	2	2	5	0	2	2	2	0	2	0	0	0	4	41.4	59.6	54.0
1800	9	1	0	2	0	3	2	0	1	0	0	0	0	3	44.9	64.4	-
1900	5	1	1	1	0	0	1	0	0	0	0	1	0	2	44.3	75.9	-
2000	7	0	1	1	3	0	0	2	0	0	0	0	0	2	44.7	55.4	-
2100	5	0	1	1	0	0	1	2	0	0	0	0	0	3	46.1	56.4	-
2200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	46.1	49.9	-
2300	4	2	0	0	1	0	0	1	0	0	0	0	0	1	35.3	58.9	-
07-19	92	16	7	18	12	20	11	4	3	0	0	1	0	19	41.3	78.4	52.2
06-22	110	17	10	21	15	20	14	8	3	0	0	2	0	27	42.0	78.4	53.3
06-00	117	19	10	21	17	22	14	9	3	0	0	2	0	28	41.8	78.4	52.9
00-00	120	19	11	21	17	24	14	9	3	0	0	2	0	28	41.9	78.4	52.9

Vehicles = 120
 Posted speed limit = 50 km/h, Exceeding = 28 (23.33%), Mean Exceeding = 56.64 km/h
 Maximum = 78.4 km/h, Minimum = 12.1 km/h, Mean = 41.9 km/h
 85% Speed = 52.9 km/h, 95% Speed = 58.7 km/h, Median = 42.8 km/h
 20 km/h Pace = 36 - 56, Number in Pace = 79 (65.83%)
 Variance = 144.23, Standard Deviation = 12.01 km/h

*** Saturday, 2 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	3	1	1	0	1	0	0	0	0	0	0	0	0	0	31.1	44.7	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	1	50.7	50.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	1	55.7	55.7	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.8	44.8	-
0600	1	0	0	0	0	0	1	0	0	0	0	0	0	1	54.1	54.1	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	3	0	0	0	0	1	0	0	2	0	0	0	0	2	56.5	63.0	-
0900	6	1	1	0	2	1	0	0	1	0	0	0	0	1	42.2	60.8	-
1000	13	3	1	2	5	1	0	1	0	0	0	0	0	1	38.6	57.9	44.3
1100	8	2	0	1	0	3	2	0	0	0	0	0	0	2	41.8	53.3	-
1200	8	0	1	2	1	2	0	0	2	0	0	0	0	2	46.2	61.6	-
1300	16	2	1	4	3	1	3	2	0	0	0	0	0	5	42.3	55.4	52.9
1400	7	3	0	0	1	3	0	0	0	0	0	0	0	0	36.6	49.1	-
1500	14	1	1	3	0	4	3	2	0	0	0	0	0	5	44.6	57.7	52.2
1600	6	0	0	0	1	1	3	1	0	0	0	0	0	4	50.7	56.7	-
1700	4	2	0	1	1	0	0	0	0	0	0	0	0	0	29.5	43.2	-
1800	7	0	1	0	2	1	0	1	2	0	0	0	0	3	49.8	60.7	-
1900	5	0	0	0	0	0	2	2	0	0	0	0	1	5	62.0	94.0	-
2000	4	0	0	1	0	1	1	0	1	0	0	0	0	2	49.7	63.3	-
2100	3	0	0	1	1	0	1	0	0	0	0	0	0	1	44.7	52.4	-
2200	2	0	0	0	0	1	1	0	0	0	0	0	0	1	48.6	51.0	-
2300	3	0	0	0	0	2	0	1	0	0	0	0	0	1	50.7	58.9	-
07-19	92	14	6	13	16	18	11	7	7	0	0	0	0	25	43.0	63.0	53.3
06-22	105	14	6	15	17	19	16	9	8	0	0	0	1	34	44.3	94.0	55.1
06-00	110	14	6	15	17	22	17	10	8	0	0	0	1	36	44.6	94.0	55.1
00-00	116	15	7	15	19	22	18	11	8	0	0	0	1	38	44.4	94.0	55.1

Vehicles = 116

Posted speed limit = 50 km/h, Exceeding = 38 (32.76%), Mean Exceeding = 56.37 km/h

Maximum = 94.0 km/h, Minimum = 16.2 km/h, Mean = 44.4 km/h

85% Speed = 55.1 km/h, 95% Speed = 60.5 km/h, Median = 45.4 km/h

20 km/h Pace = 33 - 53, Number in Pace = 77 (66.38%)

Variance = 142.36, Standard Deviation = 11.93 km/h

*** Sunday, 3 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	33.0	34.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	1	0	0	0	1	0	0	0	0	0	0	0	0	32.4	49.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	39.7	39.7	-
0800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.4	41.4	-
0900	3	1	0	2	0	0	0	0	0	0	0	0	0	0	34.5	38.0	-
1000	9	1	0	2	3	2	0	1	0	0	0	0	0	1	41.8	59.5	-
1100	2	1	0	0	1	0	0	0	0	0	0	0	0	0	33.0	41.0	-
1200	7	0	1	2	1	2	0	1	0	0	0	0	0	1	43.7	57.0	-
1300	8	0	2	2	2	0	1	1	0	0	0	0	0	2	41.3	58.1	-
1400	6	2	1	0	1	1	0	0	0	0	0	0	0	1	34.5	51.8	-
1500	6	1	2	1	2	0	0	0	0	0	0	0	0	0	35.3	43.4	-
1600	10	0	1	0	1	6	0	2	0	0	0	0	0	2	46.8	58.6	-
1700	8	3	1	2	0	1	1	0	0	0	0	0	0	1	36.0	51.9	-
1800	7	0	2	0	0	0	4	0	1	0	0	0	0	5	47.8	60.1	-
1900	3	1	0	1	1	0	0	0	0	0	0	0	0	0	36.3	41.2	-
2000	3	1	1	1	0	0	0	0	0	0	0	0	0	0	32.7	39.9	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	27.6	27.6	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	2	0	0	1	0	0	0	1	0	0	0	0	0	1	48.8	58.4	-
07-19	68	9	10	12	12	12	7	5	1	0	0	0	0	13	40.8	60.1	51.5
06-22	75	12	11	14	13	12	7	5	1	0	0	0	0	13	40.1	60.1	50.4
06-00	77	12	11	15	13	12	7	6	1	0	0	0	0	14	40.3	60.1	50.4
00-00	81	13	13	15	13	13	7	6	1	0	0	0	0	14	39.9	60.1	50.4

Vehicles = 81

Posted speed limit = 50 km/h, Exceeding = 14 (17.28%), Mean Exceeding = 55.03 km/h

Maximum = 60.1 km/h, Minimum = 14.8 km/h, Mean = 39.9 km/h

85% Speed = 50.4 km/h, 95% Speed = 58.0 km/h, Median = 39.6 km/h

20 km/h Pace = 27 - 47, Number in Pace = 56 (69.14%)

Variance = 109.61, Standard Deviation = 10.47 km/h

*** Monday, 4 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	1	50.7	50.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	3	0	0	0	0	1	2	0	0	0	0	0	0	2	50.2	52.7	-
0700	2	1	0	0	0	0	1	0	0	0	0	0	0	1	39.6	51.3	-
0800	6	1	1	0	1	1	1	0	1	0	0	0	0	2	40.8	60.5	-
0900	4	1	0	1	0	2	0	0	0	0	0	0	0	0	39.3	48.9	-
1000	3	0	0	0	0	2	1	0	0	0	0	0	0	1	50.0	53.8	-
1100	6	0	1	0	3	2	0	0	0	0	0	0	0	0	43.2	49.3	-
1200	7	2	0	2	1	2	0	0	0	0	0	0	0	0	36.6	47.9	-
1300	6	1	0	1	2	1	1	0	0	0	0	0	0	1	39.9	51.9	-
1400	8	2	1	0	1	2	2	0	0	0	0	0	0	2	40.8	51.2	-
1500	8	2	1	2	2	1	0	0	0	0	0	0	0	0	34.5	46.8	-
1600	8	1	1	2	1	2	1	0	0	0	0	0	0	1	40.0	51.8	-
1700	13	1	1	2	1	4	3	1	0	0	0	0	0	4	44.8	57.2	50.0
1800	8	1	0	0	2	0	2	2	0	1	0	0	0	5	47.8	66.0	-
1900	4	1	0	1	1	0	0	1	0	0	0	0	0	1	37.5	55.3	-
2000	3	1	0	0	0	1	0	1	0	0	0	0	0	1	42.7	55.3	-
2100	4	0	0	1	0	2	0	1	0	0	0	0	0	1	46.0	55.3	-
2200	3	0	0	2	0	0	1	0	0	0	0	0	0	1	41.9	51.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	79	13	6	10	14	19	12	3	1	1	0	0	0	17	41.4	66.0	50.8
06-22	93	15	6	12	15	23	14	6	1	1	0	0	0	22	41.8	66.0	51.5
06-00	96	15	6	14	15	23	15	6	1	1	0	0	0	23	41.8	66.0	51.5
00-00	97	15	6	14	15	23	16	6	1	1	0	0	0	24	41.9	66.0	51.5

Vehicles = 97

Posted speed limit = 50 km/h, Exceeding = 24 (24.74%), Mean Exceeding = 53.72 km/h

Maximum = 66.0 km/h, Minimum = 7.1 km/h, Mean = 41.9 km/h

85% Speed = 51.5 km/h, 95% Speed = 55.1 km/h, Median = 44.3 km/h

20 km/h Pace = 33 - 53, Number in Pace = 70 (72.16%)

Variance = 125.31, Standard Deviation = 11.19 km/h

*** Tuesday, 5 November 2013**

Time	Total	Vbin 0 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	1	53.0	53.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	1	53.6	53.6	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	47.1	47.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	44.4	44.4	-
0600	1	0	0	0	0	0	0	1	0	0	0	0	0	1	57.5	57.5	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	2	0	1	0	0	0	1	0	0	0	0	0	0	1	43.5	53.7	-
0900	6	0	1	2	1	1	0	1	0	0	0	0	0	1	42.8	58.1	-
1000	7	1	0	0	1	2	0	3	0	0	0	0	0	3	47.4	57.7	-
1100	8	4	0	1	2	0	0	0	1	0	0	0	0	1	34.3	60.8	-
1200	3	0	0	1	1	0	0	1	0	0	0	0	0	1	46.4	56.5	-
1300	5	0	0	1	2	1	0	1	0	0	0	0	0	1	45.7	57.5	-
1400	6	1	1	2	0	2	0	0	0	0	0	0	0	0	35.8	49.9	-
1500	8	0	1	0	3	2	2	0	0	0	0	0	0	2	44.6	53.3	-
1600	9	3	2	2	1	1	0	0	0	0	0	0	0	0	33.1	47.5	-
1700	9	0	1	0	2	1	5	0	0	0	0	0	0	5	47.7	54.9	-
1800	6	0	0	1	2	2	1	0	0	0	0	0	0	1	45.6	54.3	-
1900	6	0	0	1	4	1	0	0	0	0	0	0	0	0	43.4	47.9	-
2000	4	1	0	2	0	0	0	0	1	0	0	0	0	1	37.7	60.4	-
2100	4	0	0	0	2	0	1	0	1	0	0	0	0	2	50.2	63.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	32.2	34.0	-
07-19	69	9	7	10	15	12	9	6	1	0	0	0	0	16	41.9	60.8	53.3
06-22	84	10	7	13	21	13	10	7	3	0	0	0	0	20	42.4	63.7	53.3
06-00	86	10	9	13	21	13	10	7	3	0	0	0	0	20	42.1	63.7	53.3
00-00	90	10	9	13	22	14	12	7	3	0	0	0	0	22	42.5	63.7	53.3

Vehicles = 90

Posted speed limit = 50 km/h, Exceeding = 22 (24.44%), Mean Exceeding = 55.38 km/h

Maximum = 63.7 km/h, Minimum = 14.4 km/h, Mean = 42.5 km/h

85% Speed = 53.3 km/h, 95% Speed = 57.6 km/h, Median = 43.2 km/h

20 km/h Pace = 34 - 54, Number in Pace = 62 (68.89%)

Variance = 117.93, Standard Deviation = 10.86 km/h

*** Virtual Day (8)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	53.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	50.7	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6	53.6	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	50.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.6	55.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	44.8	-
0600	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	52.7	57.5	-
0700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	39.9	57.5	-
0800	4	0	1	1	1	1	1	0	0	0	0	0	0	0	1	42.7	63.0	-
0900	5	1	1	1	1	1	1	0	0	0	0	0	0	0	1	38.3	60.8	-
1000	8	1	1	1	2	2	0	1	0	0	0	0	0	0	1	39.7	59.5	-
1100	7	2	1	1	2	1	0	0	0	0	0	0	0	0	1	39.1	60.8	-
1200	7	1	1	1	2	2	0	0	0	0	0	0	0	0	1	40.4	61.6	-
1300	8	1	1	1	2	1	1	1	0	0	0	0	0	0	2	39.6	78.4	-
1400	8	3	1	1	1	2	1	0	0	0	0	0	0	0	1	36.0	53.0	-
1500	10	1	1	2	2	3	1	0	0	0	0	0	0	0	2	42.1	61.5	50.4
1600	8	1	1	1	1	2	1	1	0	0	0	0	0	0	1	41.2	58.6	-
1700	12	1	2	3	2	2	2	1	0	0	0	0	0	0	3	42.2	67.8	52.9
1800	8	0	1	1	1	2	2	1	1	0	0	0	0	0	3	45.8	66.0	-
1900	5	1	0	1	1	1	1	1	0	0	0	0	0	0	2	45.3	94.0	-
2000	4	1	0	1	1	1	0	1	0	0	0	0	0	0	1	41.7	63.3	-
2100	4	0	0	1	1	0	1	1	0	0	0	0	0	0	2	46.3	63.7	-
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	41.8	51.6	-
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	58.9	-
07-19	85	13	10	13	16	16	10	4	2	0	0	0	0	0	17	40.8	78.4	51.5
06-22	99	15	11	16	18	18	13	6	3	0	0	0	0	0	22	41.3	94.0	52.2
06-00	102	15	11	16	19	18	13	6	3	0	0	0	0	0	22	41.3	94.0	52.2
00-00	105	15	12	16	20	20	13	6	3	0	0	0	0	0	23	41.4	94.0	52.2

Vehicles = 839
 Posted speed limit = 50 km/h, Exceeding = 183 (21.81%), Mean Exceeding = 55.32 km/h
 Maximum = 94.0 km/h, Minimum = 7.1 km/h, Mean = 41.4 km/h
 85% Speed = 52.2 km/h, 95% Speed = 57.6 km/h, Median = 42.5 km/h
 20 km/h Pace = 33 - 53, Number in Pace = 564 (67.22%)
 Variance = 126.68, Standard Deviation = 11.26 km/h

*** Virtual Week (Partial weeks = 1.14)**

Time	Total	Vbin 0	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 160	>PSL 50	Mean	Vmax	Vpp 85
Mon	97	15	6	14	15	23	16	6	1	1	0	0	0	0	24	41.9	66.0	51.5
Tue	102	15	16	15	21	16	12	5	3	0	0	0	0	0	20	40.4	64.8	51.8
Wed	112	15	16	13	24	22	14	5	3	0	0	0	0	0	22	41.4	64.4	51.5
Thu	110	16	9	21	26	20	14	2	1	1	0	0	0	0	18	40.3	67.8	50.4
Fri	120	19	11	21	17	24	14	9	3	0	0	2	0	0	28	41.9	78.4	52.9
Sat	116	15	7	15	19	22	18	11	8	0	0	0	1	0	38	44.4	94.0	55.1
Sun	81	13	13	15	13	13	7	6	1	0	0	0	0	0	14	39.9	60.1	50.4

Vehicles = 839
 Posted speed limit = 50 km/h, Exceeding = 183 (21.81%), Mean Exceeding = 55.32 km/h
 Maximum = 94.0 km/h, Minimum = 7.1 km/h, Mean = 41.4 km/h
 85% Speed = 52.2 km/h, 95% Speed = 57.6 km/h, Median = 42.5 km/h
 20 km/h Pace = 33 - 53, Number in Pace = 564 (67.22%)
 Variance = 126.68, Standard Deviation = 11.26 km/h

In profile: Vehicles = 839 / 1887 (44.46%)





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.

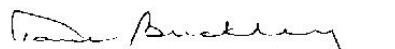
This policy has been reviewed after giving proper consideration to all the rights contained within the *Charter of Human Rights and Responsibilities Act 2006*; and any reasonable limitation to human rights can be demonstrably justified.

Charter acknowledgement - for internal auditing purposes only:

YES/NO Name:

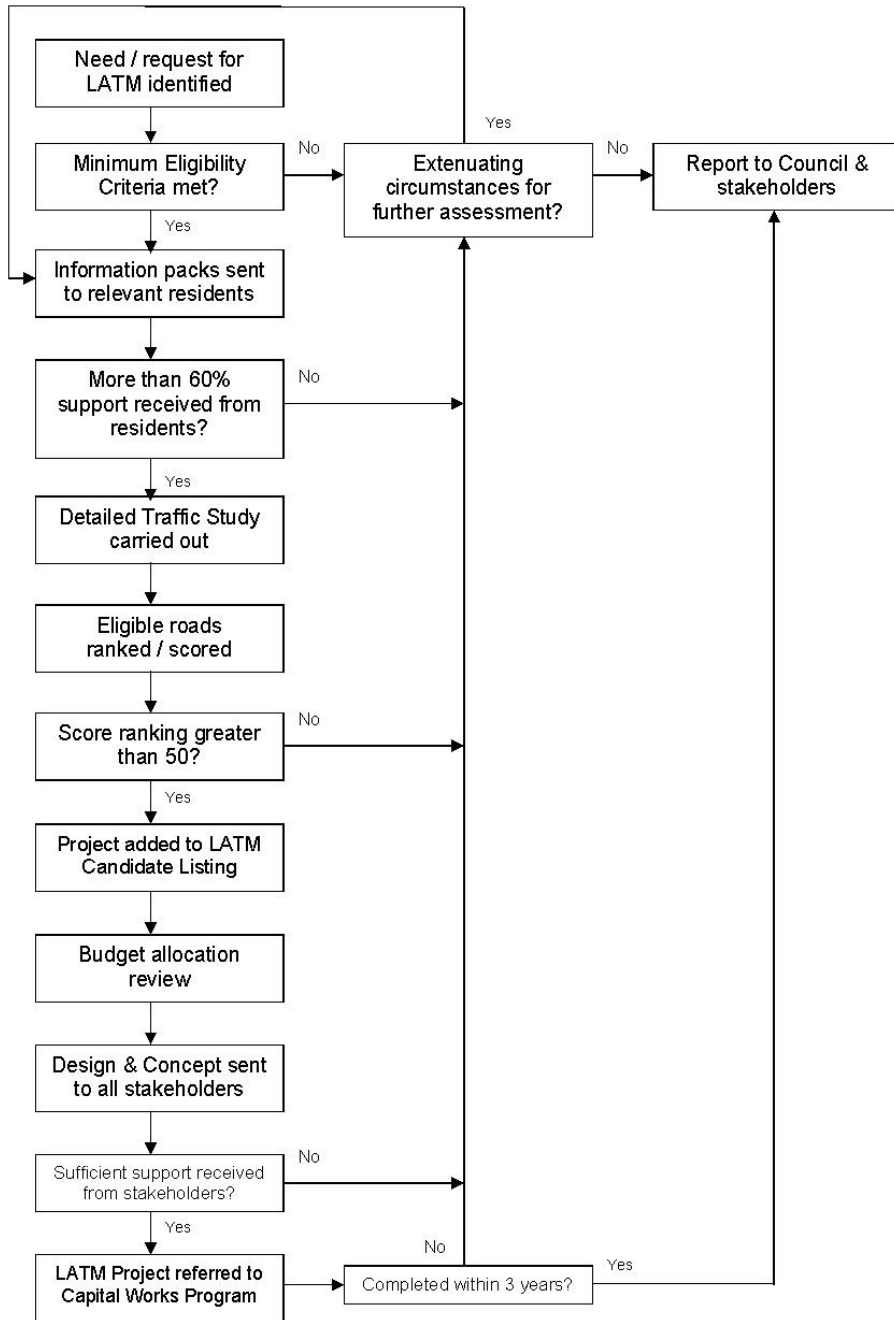
Date: / / 2013

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.

**9.4 PROPOSED SALE OF LAND - NORTHERN AVENUE,
NEWBOROUGH**

General Manager

**Governance
Governance**

For Decision

PURPOSE

The purpose of this report is to further consider two expressions of interest to purchase Council land at the rear of 46-50 Northern Avenue Newborough.

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: affordable and sustainable facilities, services and recreation

Theme 3: Efficient, effective and accountable governance

Theme 4: Advocacy for and consultation with our community

Strategic Direction

Ensure Latrobe City Council infrastructure and assets are maintained and managed sustainably.

Legislation

Local Government Act 1989

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

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

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

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

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

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

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

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

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

BACKGROUND

Council is the registered owner of a 1.603 hectare parcel of land situated at the rear of properties 2 to 66 Northern Avenue, Newborough, being Lot 7 on PS 608285S (refer attachment 1 & 2) contained in Certificate of Title Volume 11131 Folio 785.

This vacant parcel of freehold land is zoned residential, is irregular in shape and adjoins a section of the Moe Yallourn Rail Trail and residential dwellings in Northern Avenue, Newborough.

As shown on the attached location plan and Plan of Subdivision PS608825 (Attachments 1 & 2), this long parcel of land has a narrow 3.39 metre wide entrance at Old Sale Road and two other 15.24 metre wide entrances from Northern Avenue.

The eastern entrance, opposite Trent Street, currently has a licence agreement in place with Lowanna Secondary College to provide access to the farm studies facility on the neighbouring property.

The irregular shape of this vacant block of land (narrow entrance off Old Sale Road) is the result of Council previously subdividing land at the rear of 52 to 66 Northern Avenue and selling this land in November 2006 by private treaty to six adjoining Northern Avenue property owners, refer Attachment 2.

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

In July/August 2012 Council received two fresh applications from the property owners of 46 and 50 Northern Avenue, Newborough expressing interest in purchasing part of the Council land, refer Attachment 3.

At the conclusion of the Election Caretaker Period a Council Report was prepared in response to the two purchase applications and it was determined prior to the report being formally considered at a Council Meeting that Officers should canvas all property owners adjoining the Northern Avenue land. The intention of the community consultation was to ascertain if any other property owners were interested in purchasing parts of the council land and to avoid dealing with repeat requests to sell other parts of the land on an ad hoc basis.

This consultation was undertaken and in response an additional seven property owners submitted expressions of interest. In reviewing these new expressions of interest, it became apparent that the property owners required an indication of the value of the land to make an informed decision. Once the valuation details were provided to the nine property owners, seven responses were received, four positive, a further two were interested however queried the market valuation, one negative response.

Following confirmation of the six expressions of interest, a further report was prepared for the Ordinary Council Meeting held on the 7 November 2013. Council subsequently resolved:

1. *That Council, in accordance Section 189 of the Local Government Act 1989 and Sale of Council Owned Property Policy, resolves to give public notice of its intention to consider the sale of part of the Council land at the rear of 46 to 50 Northern Avenue Newborough, being part of Lot 7 on PS608285, Volume 11131 Folio 785.*
2. *That, pursuant to section 223 of the Local Government Act 1989, Council resolves to consider any submissions received in relation to the potential sale of parts of the Council land at the rear of 46 to 50 Northern Avenue Newborough, at the Ordinary Council Meeting to be held on 2 December 2013.*
3. *That all Northern Avenue property owners that expressed interest in purchasing part of Lot 7 on PS608285, Volume 11131 Folio 785 be advised of the above Council decision.*

ISSUES

In assessing the issues associated with the potential sale of this parcel of land at the rear of 46-50 Northern Avenue Newborough, consideration has been given to the following factors:

a. *Existing Planning Scheme and Current Use*

The land is currently zoned Residential and is undeveloped, refer photograph, attachment 5.

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

b. *Fiscal Imperatives*

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

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

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

c. *Facilities Located Nearby*

The Council owned land is at the rear of 2 to 66 Northern Avenue (1.603 hectare). The area of land being considered for sale is approximately 1,400 square metres at the rear of 46 to 50 Northern Avenue Newborough, refer attachment 4. The land is undeveloped and contains a sewerage main directly at the rear of the residential properties.

The parcels proposed to be sold adjoin six existing parcels previously sold by Council in 2006.

Officers are aware that there have been complaints in the past concerning inappropriate activities and/or anti-social behaviour including noise and motor bike riding.

d. *Cultural or Historical Significance*

There are no relevant cultural factors on the land.

Historically, the land was a buffer between the residential properties and decommissioned Moe Yallourn Railway Line which has since been developed as a Rail Trail.

e. *Alternate Future Uses*

Due to the size and shape of this site one possible option is the land could be developed for residential purposes. However, this is considered unlikely.

f. *Method of Sale*

It would be inappropriate to transfer this parcel of 1,400 square metres of land to a third party due to its size, location and the lack of road frontage. As such, the land is not developable in any way on its own and it would be appropriate for Council to consider a sale directly to the two applicants. The price of any such transfer would be set by valuation.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014. No significant risks have been identified.

Costs associated with this statutory process are minimal, being the cost of public notices in the Latrobe Valley Express inviting submissions and further follow up correspondence with interested parties.

An independent valuation, dated 28 May 2013, was obtained and the indicative market value of the land was in the range of \$35 to \$40 per square metre reflecting a total sale price of circa \$49,000 to \$56,000. The actual cost to respective applicants is subject to the actual size of the land being acquired.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

If Council resolves to sell parts of the Northern Avenue land, all survey, subdivisional and legal costs would be borne by the purchaser.

INTERNAL/EXTERNAL CONSULTATION

Council has consulted with the residents adjoining the Council land at the rear of 2 to 50 Northern Avenue Newborough on a number of occasions, the most recent being 15 July 2013, 2 & 10 October 2013 concerning the potential sale of land the following engagement method would be undertaken:

- Public notices published in two editions of Latrobe Valley Express, Thursday 10 and Monday 14 October 2013.
- Letters to residents that had previously expressed interest in acquiring part of the Council land.
- Details placed on the Latrobe City Web Site and the Community Sounding Board.

Details of Community Consultation / Results of Engagement:

Council officers were contacted by two residents seeking further details concerning the sale of the land at the rear of 46 to 50 Northern Avenue.

No formal written submissions were received.

OPTIONS

The following options are available to Council;

1. Resolve to transfer the two parcels of land to the owners of 46 and 50 Northern Avenue, Newborough via private treaty.
2. Resolve to retain the two parcels of land at the rear of 46 to 50 Northern Avenue, Newborough for community use and advise the applicants accordingly.

CONCLUSION

The two parcels of land at the rear of 46 to 50 Northern Avenue Newborough have no direct access to a road frontage. Due to its size and location it has limited alternate uses or potential development.

Having given public notice of the proposal in accordance with Sections 189 and 223 of the *Local Government Act* 1989 this parcel of land may be considered surplus to Council and community requirements and it would therefore be appropriate for it to be transferred to owners of 46 and 50 Northern Avenue Newborough.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)****Attachments**

1. Location Plan - Northern Avenue Newborough
2. Plan Of Subdivision Ps 608285
3. Application Letters
4. Plan Of Proposed Land Being Sold
5. Photograph Land Rear 46 - 50 Northern Avenue

RECOMMENDATION

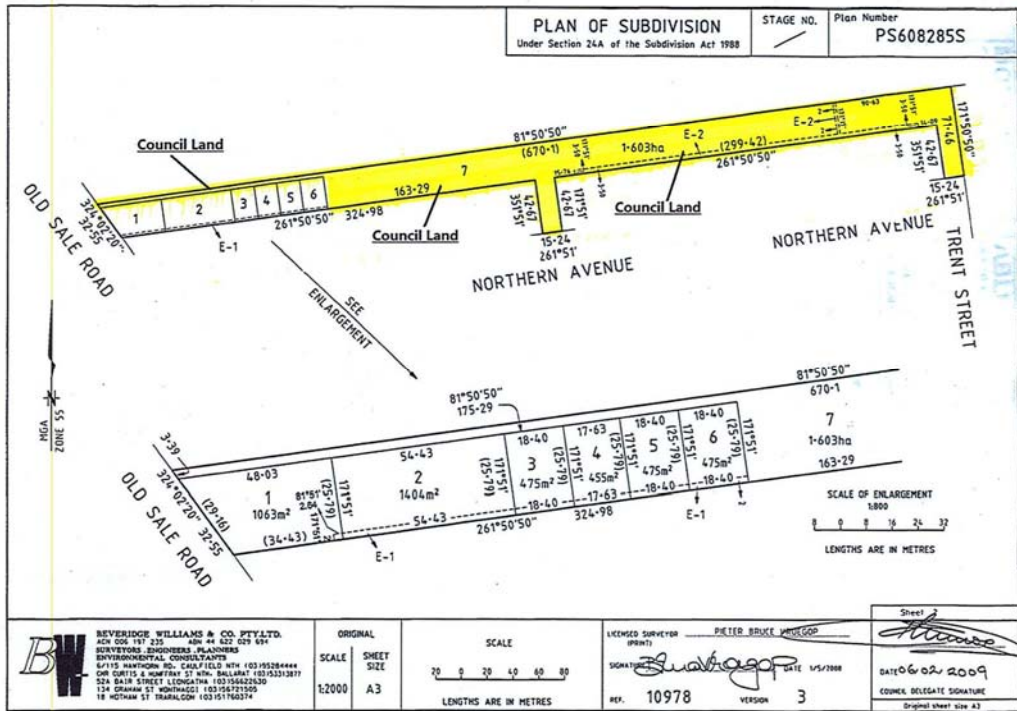
1. That Council, having given public notice of the proposal, forms the opinion that the 1,400 square metre (approximate) parcel of land at the rear of 46 to 50 Northern Avenue, Newborough, being part of the land contained in part of Crown Grant Volume 11131 Folio 785, is surplus to both Council and community requirements.
2. That Council resolves to sell the 1,400 square metre (approximate) parcel of land at the rear of 46 to 50 Northern Avenue, Newborough, being part of the land contained in part of Crown Grant Volume 11131 Folio 785, to owners of 46 and 50 Northern Avenue, Newborough.
3. That, pursuant to the Sale of Council Owned Property Policy, the Chief Executive Officer is authorised to enter into Contracts of Sale and sign and seal Transfer of Land Documents to dispose of the 1,400 square metre (approximate) parcel of land at the rear of 46 to 50 Northern Avenue, Newborough, being part of the land contained in part of Crown Grant Volume 11131 Folio 785

9.4

PROPOSED SALE OF LAND - NORTHERN AVENUE, NEWBOROUGH

1	LOCATION PLAN - NORTHERN AVENUE NEWBOROUGH.....	235
2	PLAN OF SUBDIVISION PS 608285	237
3	APPLICATION LETTERS	239
4	PLAN OF PROPOSED LAND BEING SOLD.....	241
5	PHOTOGRAPGH LAND REAR 46 - 50 NORTHERN AVENUE.....	243





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19th July 2012

Mr Henry Morrison
Latrobe City Council
PO Box 264
MORWELL VIC 3840

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED 24 JUL 2012	
R/O:	Doc No:
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy registered in DataWorks	<input type="checkbox"/> Invoice forwarded to accounts

Re: Sale of Council Land to the rear of Northern Avenue Newborough

Dear Mr Morrison:

I write to you to formally lodge a request for Council to consider the sale of land that is to the rear of my property at Lot 11 LP 121048, known as 46 Northern Ave Newborough. I also formally request to purchase land behind my neighbours land at Lot 10 LP 121048 (48 Northern Ave) as after discussion they advise that they do not wish to purchase and have no objection to it being purchased by me.

I have also discussed this proposal with the landowners at Lot 9 LP 121048 (50 Northern Ave) who have indicated that they wish to purchase their own parcel behind their land also. Joint letter included as requested. The abutting land owner at Lot 12 LP 121048 is not in a position to purchase but does not object to the proposal.

As per your procedure I have provided all abutting owners with a copy of this letter and a plan of this proposal and they have been advised that the matter will be submitted to Council for their consideration and to seek submissions. (Statutory Declaration enclosed).

I wish to confirm that as the applicant for this purchase I agree to pay in addition to application fees, any reasonable costs incurred including advertising, transfer, survey, legal costs, agreed valuation on the land to be dealt with and Council administrative costs.

As my family has only recently purchased this property it is a shame that we were not in the position to put forward our request at the time that the land was sold to the rear of other Northern Ave properties under PS 369481 however I hope that we can now continue with this plan.

If you require anything further please do not hesitate to contact me at any time and thank you for your advice thus far.

Kind regards,

Signature of Applicant

46 Northern Ave
Newborough Vic 3825

LATROBE CITY COUNCIL
24 JUL 2012
205-7394

HP
LO

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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3rd August 2012

Mr Henry Morrison
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Re: Sale of council land to the rear of Northern Avenue Newborough

Dear Mr Morrison:

I write to you to formally lodge a request for Council to consider the sale of land that is to the rear of my property at Lot 9 LP 121048, Known as 50 Northern Avenue Newborough 3825.

I have discussed with land owners at Lot 11 LP 1210418, known as 46 Northern Avenue Newborough, who has indicated that they wish to purchase their own land as well as the abutting land of owner Lot 10 LP 121048 whom is not in a position to purchase but does not object to the proposal. Joint letter included as requested.

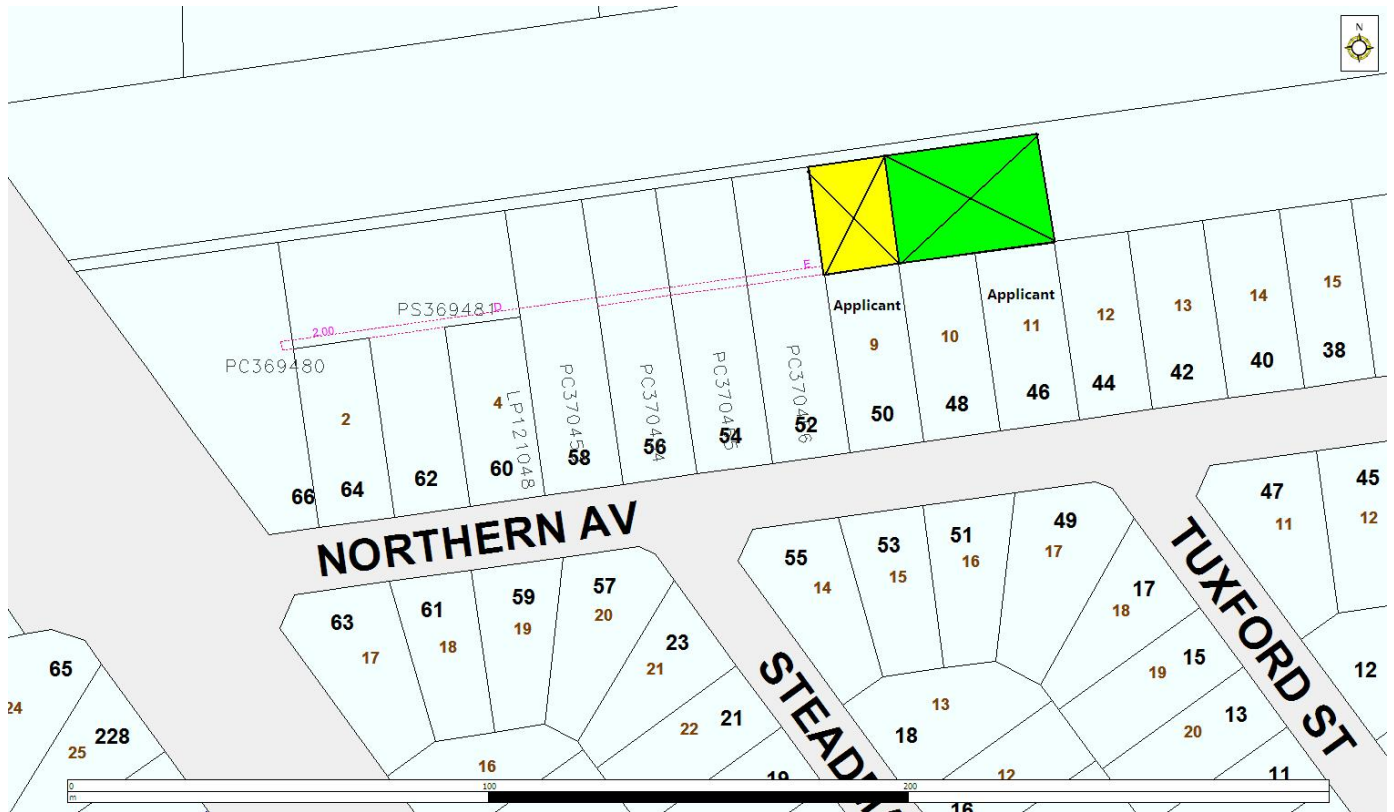
As per your procedure I have provided all abutting owners with a copy of this letter and plan of this proposal and they have been advised that the matter will be submitted to Council for their consideration and to seek submissions. (Statutory Declaration enclosed).

I wish to confirm that as the application for this purchase I agree to pay in addition to application fees, any reasonable costs incurred including advertising, transfer, survey, legal costs, agreed valuation on the land to be dealt with and Council administrative costs.

If you require anything further please do not hesitate to contact me at anytime. Thank you for all your advice thus far.
Kind regards,

Signature of Applicant

50 Northern Avenue
Newborough Vic 3825





CORRESPONDENCE

10. CORRESPONDENCE**10.1 VICTORIA POLICE BAND****Chief Executive Officer****For Decision****PURPOSE**

The purpose of this report is to present to Council correspondence received from Victoria Police in response to correspondence prepared as a result of a Council resolution.

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 held on Monday, 6 November 2013 Council resolved as follows:

'That Council write to the Chief Commissioner of the Victorian Police and request he provides a detailed explanation for the decision to disband the Victoria police band, Victoria police code one band and the Victoria police show band'.

In accordance with this resolution, the Mayor, Cr Sharon Gibson, wrote to the Chief Commissioner requesting an explanation for the decision to disband the Victoria Police Bands.

Council has received correspondence from the Chief Commissioners Office at Victoria Police in response to the letter sent by Latrobe City Council.

Attachments

1. Victoria Police Bands

RECOMMENDATION

That the correspondence from Victoria Police in relation to the Victoria Police Bands be noted.

10.1

Victoria Police Band

1	Victoria Police Bands	247
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LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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VICTORIA POLICE

Chief Commissioner's Office

Victoria Police Centre
637 Flinders Street
Docklands 3008
Victoria Australia
Telephone (61 3) 9247 6890
Facsimile (61 3) 9247 6869

PO Box 913
Melbourne 3001
Victoria Australia

Our Ref: D13/011882

Ms Sharon Gibson
Mayor
Latrobe City
PO Box 264
Morwell Vic 3840

Dear Ms Gibson,

Thank you for taking the time to write to the Chief Commissioner regarding his decision to review the Victoria Police Bands.

For many Victorians, the Pipe Band, Code 1 and the Show Band are the face of Victoria Police. We know they do extremely valuable work in breaking down barriers between ourselves and some communities which is why this has been a difficult decision for us to make.

Nevertheless, the primary purpose of Victoria Police is to keep our community safe and whilst we understand the negative impact of this decision, it has been necessary to ensure we meet the competing demands for our resources.

In its current format, Victoria Police has the largest band structure in Australia. Inevitably, the money spent on the bands each year is money not being spent on tackling and reducing crime.

Victoria Police is determined to maintain its commitment to the Pipe Band for large scale ceremonial and community events, and to civilianise these positions. The positions currently occupied by Code 1 and the Show Band will be deployed to the frontline to assist our core role in improving community safety and providing the best possible police service to all Victorians.

Yours sincerely,

Robert Clegg APM
Commander
Chief of Staff to the
Chief Commissioner

1911113

0.0 Resignation of Paul Buckley, Chief Executive Officer
Chief Executive Officer

For Decision

PURPOSE

The purpose of this report is to advise Council that Mr Paul Buckley, Chief Executive Officer has tendered his resignation effective 14 February 2013.

DECLARATION OF INTEREST

The Chief Executive Officer declared a direct and/or an indirect interest under section 77B (1) of the Local Government Act 1989.

OFFICER COMMENTS

The attached correspondence from Paul Buckley, Chief Executive Officer, Latrobe City Council, advising the Mayor of his resignation was received today (2 December 2013).

Mr Buckley has been the Chief Executive Officer since 3 August 2004 and his current employment agreement with the City of Latrobe was due to expire on 2 August 2014.

As advised in the attached correspondence, it is Mr Buckley's intention to take a combination of accrued annual and long-service leave from 27 December 2013 to 14 February 2014, and therefore Council will need to appoint an Acting Chief Executive Officer from 27 December 2013 until a replacement for Mr Buckley is appointed.

Attachments

1. Resignation Letter

RECOMMENDATION

1. That the correspondence from Mr Paul Buckley, Chief Executive Officer, advising of his resignation effective 14 February 2014 be noted.
2. That Council approve that Mr Buckley will be taking a combination of accrued annual and long-service leave for the period 27 December 2013 to 14 February 2014 inclusive.

2 December 2013

Cr Sharon Gibson
Mayor
City of Latrobe
PO Box 264
MORWELL 3840

Dear Councillor Gibson

RESIGNATION

I advise that I have accepted the role as Chief Executive Officer at Bass Coast Shire Council and therefore, in accordance with Clause 10.1 of my employment agreement, I hereby tender my resignation as Chief Executive Officer of Latrobe City Council effective Friday 14 February 2014.

It is my intention to take a combination of accrued annual and long service leave from 27 December 2013 to 14 February 2014 and therefore my last day of work will be Tuesday 24 December 2013.

It has been an honour and a privilege to serve the community of Latrobe for the last 36 years, particularly as Chief Executive Officer over the past almost 10 years.

Yours sincerely

A handwritten signature in black ink that reads "Paul Buckley". The signature is written in a cursive style with a long, sweeping underline.

PAUL BUCKLEY PSM
Chief Executive Officer

PRESENTATION OF PETITIONS

11. PRESENTATION OF PETITIONS

Nil reports

CHIEF EXECUTIVE OFFICER

0.0 Instrument of Delegation - Acting Chief Executive Officer
Chief Executive Officer

For Decision

PURPOSE

This is a procedural report recommending that Council approves the appointment of Mr Grantley Switzer, General Manager Recreation, Culture and Community Infrastructure to act in the position of Chief Executive Officer from Friday, 27 December 2013 until such time as a Chief Executive Officer has been appointed by 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 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 3: Efficient, effective and accountable governance

Legislation – Local Government Act 1989

The Council is required, pursuant to the *Local Government Act 1989*, to appoint a Chief Executive Officer.

Section 94 of the *Local Government Act 1989* enables the Council to appoint an acting Chief Executive Officer for a period of less than 12 months.

BACKGROUND

Due to the impending leave and resignation of the Chief Executive Officer, Mr Paul Buckley, from 27 December 2013, Council is asked to approve the appointment of an Acting Chief Executive Officer until a permanent replacement has been appointed.

To allow the Council to undertake its usual powers, duties or functions it is necessary for Council to approve the appointment.

The Council, by resolution on the 16 November 2009, delegated 'to the member of Council staff holding, acting in or performing the position of Chief Executive Officer, the powers, duties and functions set out in the Schedule' of the Instrument of Delegation.

ISSUES

The Instrument of Delegation, resolution and appointment is prepared pursuant to section 98 of the *Local Government Act* 1989 which states:

98. Delegations

- (1) A Council may by instrument of delegation, delegate to a member of its staff and power, duty or function of a Council under this Act or any other Act other than:
 - (a) this power of delegation;
 - (b) the power to declare a rate or charge;
 - (c) the power to borrow money except as provided in section 149;
 - (d) the power to approve any expenditure not contained in a budget approved by the Council;
 - (e) any power, duty or function of the Council under section 223; and
 - (f) any prescribed power.

- (2) The Chief Executive Officer may by instrument of delegation, delegate to the member of the Council staff any power, duty or function of his or her office other than this power of delegation unless sub-section (3) applies.

- (3) The instrument of delegation to the Chief Executive Officer may empower the Chief Executive Officer to delegate a power of the Council other than the power of delegation to a member of the Council staff.

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.

There is no effect to budget allocations.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

There is no need for consultation in relation to this matter.

OPTIONS

The appointment of an Acting Chief Executive Officer is required to enable the day-to-day operation of the organisation to proceed during the absence of the Chief Executive Officer, Mr Paul Buckley.

CONCLUSION

This report ensures the delegation of functions, duties and powers to Mr Grantley Switzer until a Chief Executive Officer is appointed by Council.

A copy of the Instrument of Delegation and Authorisation to be signed on 3 December 2013 from Mr Paul Buckley to Mr Grantley Switzer is attached.

Attachments

1. Instrument of Delegation

RECOMMENDATION

That Council approves the appointment of Mr Grantley Switzer as Acting Chief Executive Officer from Friday, 27 December 2013 until a Chief Executive Officer is appointed by Council, and authorises the delegation of Chief Executive Officer powers, functions and duties in accordance with the Instrument of Delegation dated 17 November 2009.

Maddocks Delegations and Authorisations

S5A. Instrument of Sub-Delegation by the Chief Executive Officer

Latrobe City Council

Instrument of Sub-Delegation

to

The Acting Chief Executive Officer

[13 DEL-3]

6



LATROBE CITY COUNCIL

APPOINTMENT OF ACTING CHIEF EXECUTIVE OFFICER AND INSTRUMENT OF DELEGATION PURSUANT TO SECTION 98(2) OF THE LOCAL GOVERNMENT ACT 1989

I **PAUL BUCKLEY**, Chief Executive Officer of the Latrobe City Council **HEREBY APPOINT Mr Grantley Switzer**, General Manager Recreation, Culture and Community Infrastructure as Acting Chief Executive Officer and, pursuant to and in the exercise of the power conferred by section 98(2) of the *Local Government Act 1989* (the Act), I **HEREBY DELEGATE TO Mr Grantley Switzer**, General Manager Recreation, Culture and Community Infrastructure, all those powers duties or functions of my office as provided for by legislation and the Instrument of Delegation dated 17 November 2009.

AND HEREBY DECLARE THAT:

1. Such appointment and delegation shall have force and effect from Friday, 27 December 2013 and shall remain in force until a Chief Executive Officer is appointed by Council.
2. The powers duties and functions so specified shall be exercised and performed in accordance with:
 - (a) any policies of the Council that may be adopted from time to time;
 - (b) this Instrument of Sub-Delegation and subject to any conditions and limitations specified herein.

.....
CHIEF EXECUTIVE OFFICER – PAUL BUCKLEY

.....
GENERAL MANAGER RECREATION, CULTURE AND COMMUNITY
INFRASTRUCTURE – GRANTLEY SWITZER

DATE:

SCHEDULE

The power to:

1. determine any issue;
2. take any action; or
3. do any act or thing

arising out of or connected with any duty imposed, or function or power conferred on Council by or under any Act.

Conditions and Limitations

The delegate must not determine the issue, take the action or do the act or thing

4. if the issue, action, act or thing is an issue, action, act or thing which involves:
 - 4.1 awarding a contract for goods and services exceeding the value of \$150,000, (GST inclusive) or awarding a contract for construction works exceeding the value of \$200,000 (GST inclusive);
 - 4.2 making a local law under Part 5 of the Act;
 - 4.3 approval of the Council Plan under s.125 of the Act;
 - 4.4 adoption of the Strategic Resource Plan under s.126 of the Act;
 - 4.5 preparation or adoption of the Budget or a Revised Budget under Part 6 of the Act;
 - 4.6 adoption of the Auditor's report, Annual Financial Statements, Standard Statements and Performance Statement under Part 6 of the Act;
 - 4.7 noting Declarations of Impartiality by Valuers pursuant to section 13DH(2) of the Valuation of Land Act 1960;
 - 4.8 determining pursuant to s.37 of the Act that an extraordinary vacancy on Council not be filled;
 - 4.9 exempting a member of a special committee who is not a Councillor from submitting a return under s.81 of the Act;
 - 4.10 appointment of councillor or community delegates or representatives to external organisations; or
 - 4.11 the return of the general valuation and any supplementary valuations;

5. if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;
6. if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a:
 - 6.1 policy; or
 - 6.2 strategy
 - adopted by Council; or
7. if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation, whether on account of section 98(1)(a)-(f) (inclusive) of the Act or otherwise; or
8. the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

ECONOMIC SUSTAINABILITY

13. ECONOMIC SUSTAINABILITY

Nil reports

RECREATION CULTURE AND COMMUNITY INFRASTRUCTURE

14. RECREATION CULTURE AND COMMUNITY INFRASTRUCTURE

14.1 CHURCHILL EAST WEST LINK MASTER PLAN

General Manager

Recreation, Culture &
Community Infrastructure

For Decision

PURPOSE

The purpose of this report is to outline the outcomes of consultation on the *Churchill East West Link Draft Master Plan and Urban Design Framework*, consider the changes incorporated into the final Master Plan, and recommend its adoption.

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.*

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

- *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.*

Supporting Strategies and Plans:

- *Churchill Town Centre Plan*

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 a 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 purposes of the Master Plan and Urban Design Framework are to provide a basis for funding applications, and to guide capital works decisions.

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

CPG consultants prepared a *Key Directions* report for consultation, and this was exhibited for comment in August 2012. The consultants, renamed “spire”, subsequently prepared a *Churchill East West Link Draft Master Plan and Urban Design Framework* (referred to as the “Draft Master Plan”), which Latrobe City Council resolved to exhibit for further public comment between 16 July 2013 and 20 August 2013.

The consultants have now drafted a final version of the *Churchill East West Link Master Plan and Urban Design Framework* (Attachment 1, referred to as the “Master Plan”).

ISSUES

Focus of Submissions

The exhibition of the Draft Master Plan resulted in 10 submissions from the community. Submissions were strongly supportive of the need for a Master Plan for the precinct, and supportive of the content of most of the Draft Master Plan. However, most submissions proposed valuable refinements, many of which have been incorporated into the proposed final Master Plan.

Submission	Submitter	Focus of Submission
1	Gippsland Education Precinct	Support; request for continuing consultation
2	Latrobe Valley Hockey Association	General support, with comments about planning around the Latrobe Synthetic Sports Field
3	Individual submitter	General support, but with concerns about traffic
4	Individual submitter	Support aspects of the Draft Master Plan, apart from: - the “look” of the town centre - impacts on the Creek - time frame - cost.
5	Churchill District Community Association (CDCA)	General support, with comments on process and priorities
6	Individual submitter	Identifies a need for a centrally-located playground
7	Monash University	Detailed and generally supportive submission, with reference to the need for discussions with the university regarding access to its land
8	Individual submitter	Support for content, but concern about presentation of plan

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

9	Individual submitter	Support for Submission 4
10	Individual submitter	General support, but with concerns about traffic and design of bridge

The details of the submissions are included as Attachment 2.

New Bridge Over Eel Hole Creek

An issue that elicited a number of comments was the timing and cost of a new bridge across Eel Hole Creek, which has been a central feature of the Churchill Town Centre Plan since 2007. The feasibility of including the bridge itself as part of Churchill's art and culture trail (with an associated "iconic" status and relatively high design and construction cost) resulted in several supportive submissions, and three submissions expressing concern about the design and cost.

An example of strong support for a new bridge is the submission from Monash University:

A new bridge with better lighting and way finding is strongly supported by the university. As identified in the Gippsland Campus Masterplan, this is the natural route for travel between the town centre, Latrobe Leisure Churchill, the Synthetic Sports Field and University.

The three submissions expressing concern about the bridge proposed either upgrade of the existing culvert or consideration of a lower-key bridge across Eel Hole Creek rather than the "iconic" bridge proposed in the Draft Master Plan.

The submission from CDCA sums up the positions:

There is a range of views on priorities and timing of projects within CDCA, as there is in the Churchill community. For example, some members prefer a focus on the new bridge over Eel Hole Creek, while others prefer to focus on an upgrade of the existing access before any consideration of a bridge.

The thrust of the town centre plan has long included an upgrade of the physical and visual link between the university and the town centre, thus supporting the retention of the bridge on the Master Plan. There is currently an informal track across Eel Hole Creek where pedestrians take a short-cut in a direct route to the town centre, and it is likely that the new bridge would formalise this route.

However, the references to an "iconic" bridge and inclusion of an image of a highly visible bridge as an example in the Draft Master Plan created differences of opinion. There is wide support for protecting and restoring the quality of the Eel Hole Creek environment, and so the design of the bridge would need to complement the natural environment of the precinct.

Consequently, the bridge is retained in the plan, but references to its "iconic" status have been removed, the image of an example bridge has been changed to one that is considerably more low-key, and the protection of vegetation has been confirmed as a Design Requirement for the bridge.

Traffic

The Draft Master Plan referred to the need to calm traffic along Northways Road through the narrowing of Northways Road near the Gippsland Education Precinct. Two submissions expressed concern that this implied the introduction of one-way traffic. This was not intended in the Plan, and “two-way” arrows have been introduced into the final Master Plan to avoid any misconception.

Two submitters also referred to the need to investigate drop-off areas along Northways Road near the Gippsland Education Precinct. This has been included in the final Master Plan.

Other Refinements to the Draft Master Plan

The Draft Master Plan provided concept designs, rather than detailed designs of projects. Also, it reflected the issues raised in the consultation process for the *Key Directions* report, and so most of the proposals were predictable and not controversial in the Churchill community. However, there were a significant number of other valuable suggestions that have been incorporated in the Master Plan, including:

- confirmation that further consultation will take place during detailed design, especially with land owners;
- additional comments on the use of the Monash Gippsland Campus Masterplan as an input into the East West Link Master Plan;
- confirmation of a number of required footpaths on the plan itself;
- the importance of lighting and landscaping has been reinforced;
- references to car parking capacity at Latrobe Leisure Churchill have been modified to refer to increased capacity, if possible;
- reference to “Future Outdoor Recreation Space” has been made in the amphitheatre area to the north of the GEP Annex;
- reference has been made to investigation of redesign of access to the GEP Annexe; and
- a safe crossing point at the access road to Latrobe Leisure Churchill has been identified.

Costs and Community Expectations

Apart from the cost of the bridge, two of the submissions expressed concern about the costs of projects. One submitter noted:

...the potential costs in \$ terms for what the community gets is very high. I believe all works east of Eel Hole Creek should be financed by the Government and/or the University.

CDCA presented an alternative view that the adoption of the plan would pave the way for funding applications:

CDCA is aware that the Draft Master Plan identifies projects that are not yet funded. However, it strongly supports the preparation of a Master Plan

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

for the precinct, in order to assist with future funding applications. CDCA supports a visionary plan for Churchill, avoiding the ad hoc developments of the past.

Throughout the consultation process for the *Key Directions* report and the Draft Master Plan, the purpose of the Master Plan to provide the basis for funding submissions has been stressed. There is no community expectation that Latrobe City Council will be alone in funding the cost of the works proposed.

The source of funding for works in the Master Plan is not specified, while it is recognised that the Master Plan identifies a number of projects that would implement the plan over a number of years when funding is obtained.

Financial and in-kind contributions resources will be sought as widely as possible.

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 risk regarding the Master Plan is the loss of community confidence if it is not finalised.

A risk in the preparation and eventual adoption of the Master Plan is that community expectations regarding funding of projects may be raised. However, as noted above, this risk has been addressed by regular reference to the role of the document as the basis for future funding submissions.

If approved, elements of the Master Plan will be referred to future capital works budgets. The Master Plan will also enable funding submissions to be presented to funding bodies. Approval of the Master Plan does not in any way commit Council to providing funding.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

The preparation of the Draft Master Plan followed consultation processes involved with the Key Directions Report, and included targeted engagement with main stakeholders (eg CDCA, Churchill and District Community Hub Advisory Committee, CFA, Monash University, MUGSU, Latrobe Valley Hockey Association, Lions and Rotary Clubs). These organisations were further consulted during the exhibition process. Other methods included:

- broader exhibition through the *Latrobe Valley Express* and *Churchill News*;
- newsletters on the Churchill Town Centre Plan;
- inclusion in the "Have Your Say" page on the Latrobe City Council website; and

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

- the section on the Latrobe City Council website dealing with Churchill Town Centre Planning provided a link to the document, and sought submissions.

Details of Community Consultation / Results of Engagement:

The results of community consultation on the Draft Master Plan reinforced the principles, objectives and general thrust of the Plan, but also encouraged numerous refinements, most of which have been incorporated into the final Master Plan.

If adopted, copies of the final Master Plan will be sent to all submitters and other key stakeholders.

OPTIONS

Options include:

1. Adopt the document as a final Master Plan.
2. Adopt the Master Plan with modifications.
3. Abandon the Master Plan.

CONCLUSION

The Churchill Town Centre Plan has provided the basis for the revitalisation of Churchill's town centre since 2007. Reconstruction of the commercial centre continues to take place, while consultation and planning for the "Eel Hole Creek and University Campus" precinct has proceeded in a series of steps since 2011.

The Master Plan is the final step in establishing a framework for the future development of the precinct. Next steps include the exploration of funding sources, detailed design and construction.

Adoption of the Master Plan will facilitate these steps.

Attachments

1. Churchill East West Link Master Plan - Draft Version October 2013
2. Churchill East West Link - Submissions to Draft Master Plan

RECOMMENDATION

1. That Council adopt the *Churchill East West Link Master Plan and Urban Design Framework (October 2013)*.
2. That those who submitted to this consultation process be advised of the decision of Council.

14.1

Churchill East West Link Master Plan

- 1 Churchill East West Link Master Plan - Draft Version
October 2013 263**
- 2 Churchill East West Link - Submissions to Draft MasterPlan 283**



Churchill East West Link:

Master Plan and Urban Design Framework

October 2013



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Churchill East West Link | 1. Executive Summary

The Churchill East West Link Master Plan and Urban Design Framework is the third part of the Churchill East West Link project. The three reports are to be read in conjunction with one another to ensure an appreciation of the rationale for the master plan and urban design framework.

The first part, the Key Directions Paper:

- reviewed existing relevant studies
- provided a summary of the community profile
- analysed the site context, constraints and opportunities
- summarised a community consultation program, and
- developed a set of key directions for the master plans and urban design framework.

The second part, the Churchill East West Link Draft Master Plan and Urban Design Framework, took the information outlined in the Key Directions report and provided a design framework for a link between the Churchill Town Centre and the University. It intended to set an overall picture (a master plan) that considered all of the previous studies and ideas, and to provide a basis for funding applications to a variety of sources for specific projects that go to make up the overall East West Link.

The Draft Master Plan and Urban Design Framework followed the set out of the Key Directions report. The East West Link was dealt with in three precincts;

- Precinct 1; Eel Hole Creek
- Precinct 2; Latrobe Leisure Churchill
- Precinct 3; University Interface

Within each precinct, a variety of projects is set out with their design requirements, priority, partners and estimated cost. The cost estimates are indicative only and are based on 2012 costs. They are also a basis from which to apply for funding opportunities.

On 5 July 2013, Latrobe City Council resolved to exhibit the Draft Master Plan for comment until 20 August 2013. Ten submissions were received from the community, and two further internal submissions were received from within Latrobe City Council. The content of these submissions has been reviewed and, where appropriate, incorporated into this Master Plan.

This Churchill East West Link Master Plan and Urban Design Framework represents the third phase in the process.

It is to be noted that further detailed design of the various components contained within the master plan will be required and this will be subject to further community consultation on detailed designs and the availability of funding opportunities for their implementation. Some of the proposed projects are on land owned by the University and the CFA, so their continued support and involvement would be essential.

The master plan will ensure that a consistent and integrated approach to the implementation of an East West Link will be achieved. As such, it is essential that it be adhered to so that the input of the various stakeholders and previous work is acknowledged, and the desired outcomes for the community are provided.

Churchill East West Link | 2. Introduction



Churchill Town Centre Plan 2007



Churchill Town Centre Plan 2010

2.1 AREA OF THE EAST-WEST LINK MASTER PLAN

This Master Plan addresses a number of aspects of the 2007 Churchill Town Centre Plan (Beca, 2007).

The 2007 Plan included a precinct labelled "Section 3: Eel Hole Creek and University Campus", from Philip Parade to the Monash University Campus. This broadly covers the area of this current Master Plan. In 2010, the Churchill Town Centre Plan was revised to take account of developments following 2007, including the establishment of the Churchill and District Community Hub, the construction of the Latrobe Synthetic Sports Field and the expansion of Latrobe Leisure Churchill. This Master Plan includes all of the 2007 Plan's "Section 3", plus the Latrobe Synthetic Sports Field, as well as pedestrian linkages between this precinct and other parts of Churchill.

This Master Plan also takes account of the university campus Draft Master Plan, which was prepared for Monash University in 2011 and 2012. The change to Federation University Australia in January 2014 may involve reconsideration of the campus Draft Master Plan, but it is unlikely that there will be a change in the approach to improving links between the campus and the town centre (consistent with this Churchill East West Link Master Plan).

2.2 DESIGN PRINCIPLES

This document is based on a set of design principles, aiming to produce quality outcomes that reflect and enhance Churchill's built and natural environment.

Many of the principles were elucidated in the 2007 Churchill Town Centre Plan. Some of the 2007 principles relate more specifically to Churchill's commercial centre, such as providing a strengthened civic identity, heart and focal point of Churchill, strengthening the interaction between different sections of the town centre and improving public transport. Others were general principles, such as promoting increased activity, improving traffic movements and pedestrian safety, and enhancing links to open space.

Since 2007, substantial change has taken place in Churchill as a result of the implementation and refinement of the Churchill Town Centre Plan, so an update of the design principles for the east-west link is required. Also, the east-west link master plan provides a more detailed level of analysis than the broad concepts in the 2007 Plan, so an explicit outline of the specific design principles is necessary.

The following table provides an outline design principles that have provided the basis of this Master Plan and Urban Design Framework, and examples of the ways in which these principles will influence project designs.

DESIGN PRINCIPLES	EXAMPLE OF DESIGN CONSEQUENCES	IMPLICATIONS FOR THE MASTER PLAN
<p>1. Local: Designs reflect and reinforce the positive aspects of Churchill's history, culture and environment</p>	<ul style="list-style-type: none"> • Designs build on the growing quality of Churchill's facilities and set new standards of creativity • A diversity of types of formal and informal spaces is provided 	<ul style="list-style-type: none"> • Innovative designs that reflect and reinforce Churchill's character are adopted • The relationship between Churchill's town centre and the University campus is strengthened • The sense of entry at Latrobe Leisure Churchill is improved • Eel Hole Creek is transformed • Lighting and street furniture are complementary with town centre themes
<p>2. Safe: All designs are aimed at improving the reality and perception of safety for those using the spaces, reflecting principles of Crime Protection Through Environmental Design (CPTED)</p>	<ul style="list-style-type: none"> • Increased activity • Improved passive surveillance • Improved pedestrian safety • Improved lighting on pathways • Increased legibility of pathways • Improved signage • Landscaping that minimises vulnerable places 	<ul style="list-style-type: none"> • The east-west pedestrian link is the primary priority • Lighting and street furniture are upgraded significantly • A way finding or signage theme is developed • Pondages are developed on Eel Hole Creek with safe edges



Churchill East West Link | 2. Introduction

DESIGN PRINCIPLES

3. Accessible: All designs promote access for all, including access for disabled people

4. Environmental: Designs create environmental and aesthetic improvements, reflecting a shift from the more developed landscape in the commercial centre to the more natural environment of Eel Hole Creek

5. Artistic: Designs assist in identifying the precinct as central to Churchill's Art and Culture Pathway, consistent with the Brecknock Consulting report, *Making Our Way (2011)*

6. Practical: Designs continue to lift the standard of Churchill's infrastructure, are affordable and easy to maintain

EXAMPLE OF DESIGN CONSEQUENCES

- Materials and layouts of infrastructure are designed to maximise access

- Natural landscaping
- Quality vegetation retained
- Weeds removed

- Artistic focus in designs
- Community involvement in locally-based art projects

- Designs are fit for purpose
- All-of-life costs are considered, through identification and control of maintenance costs

IMPLICATIONS FOR THE MASTER PLAN

- Slopes on the east-west pedestrian link are minimised, and steps avoided where possible
- Seating is provided in appropriate locations
- Vehicle access and parking is improved at Latrobe Leisure Churchill

- Vegetation along Eel Hole Creek is mapped, and high quality vegetation retained
- Weeds and lower quality trees are removed along Eel Hole Creek and new plantings take place
- Appropriate landscaping is selected to reinforce and enhance the environmental values of Eel Hole Creek

- The precinct is an attraction for locals and visitors to Churchill
- Artistic elements are included in design of the bridge, Eel Hole Creek Pavilion and other infrastructure
- The skate park is upgraded
- There is involvement of skate park users and Churchill schools around the skate park
- University Centre for Art and Design contributes to the artistic focus

- Infrastructure such as footpaths, streets, bridge, Eel Hole Creek Pavilion, lighting, signage and street furniture is designed to minimise maintenance requirements

2.3 KEY SIMILARITIES AND DIFFERENCES

The key similarities and differences between the 2010 version of the Churchill Town Centre Plan and this Draft Master Plan include:

Similarities

- The main focus and priority is the east-west pedestrian link between the University campus and the town centre, including a new bridge across Eel Hole Creek
- The "Opportunities", "Constraints" and "Vision" identified in 2007 and reflected in 2010 generally remain relevant to this Master Plan
- Elements such as the street connection to the east of the CFA building (between McDonald Way and the car park at the Hub), upgrade of Eel Hole Creek environment and reconfiguration of the Latrobe Leisure Churchill car park remain

Differences

- The plan has been updated to include developments that have taken place since 2010, such as the extension to the play areas at the Churchill & District Community Hub, replacement of some of the university student accommodation units, and construction of the Latrobe Synthetic Sports Field. The Master Plan reflects a need to include improved pedestrian links from these facilities to key destinations
- The "Future Botanical Gardens" west of Latrobe Leisure Churchill have been removed and replaced with "Footprint for University building". This recognises the University's ownership of this parcel of land, and the focus of open space in Churchill in other locations (such as Mathison Park)
- The proposed reconnection of the car park at Latrobe Leisure Churchill to Northways Road has been removed
- Several proposed developments have been added, including facilities at the skate park, pondages and wetlands on Eel Hole Creek, Eel Hole Creek Pavilion to the west of Latrobe Leisure Churchill car park, and potential parking on the access road to Latrobe Leisure Churchill



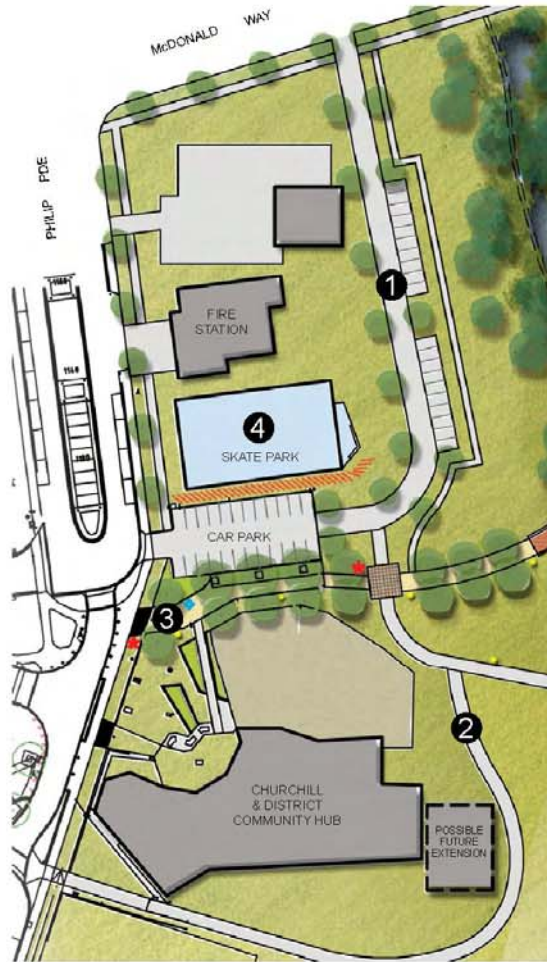
Churchill East West Link | 3. Site Context Plan



Churchill East West Link | 4. Master Plan



Churchill East West Link | 5.1 Eel Hole Creek Precinct - Area 1



Retain and enhance indigenous / native vegetation where possible



Example of activating the creek side.



Existing interface between skate park and car park.



Example of semi-transparent panel for skate park and car park interface

PROJECT	DESIGN REQUIREMENTS	PRIORITY*	PARTNERS	ESTIMATED COST (DEPENDENT ON DESIGN)
1. Access laneway behind CFA	<ul style="list-style-type: none"> • Provide low-speed traffic access between McDonald Way and Philip Parade via Hub car park • Low key frontage to Eel Hole Creek • Potential for some on-street parking • Address slope near access point from McDonald Way • Retain and enhance native vegetation • Ensure security of CFA building is addressed in design • Provide for informal access for maintenance vehicles to service lane around Hub • Include footpath link to Hub 	D	Latrobe City Council, CFA,	\$300,000 to \$400,000
2. Service lane around Hub	<ul style="list-style-type: none"> • Provide restricted access for maintenance vehicles around Hub • Ensure safe and practical crossing of east-west pedestrian link • Requires access point from new laneway behind CFA 	D	Latrobe City Council, Churchill Hub Advisory Committee	\$150,000 to \$200,000 (depends largely on nature of construction)
3. Art installation in front of Hub	<ul style="list-style-type: none"> • Provide gateway signature for Art & Culture Trail • Requires consistency with Art & Culture Trail themes for precinct • Ensure consistency with South Australian Government, Public Art - <i>Making it Happen: Commissioning Guidelines for Local Councils (2006)</i> 	C	GEP Art & Culture Trail, Latrobe City Council, Churchill Hub Advisory Committee	\$30,000 to \$50,000
4a. "Skate of the Art" Project at skate park	<ul style="list-style-type: none"> • Provide youth focus for Art & Culture Trail • Staged project including involvement of youth and schools • Encourage "ownership" of skate park territory by users 	B	GEP Art & Culture Trail, Churchill schools, Latrobe City Council	\$10,000 to \$25,000
4b. Fence with an artistic focus between the skate park and car park	<ul style="list-style-type: none"> • Design should reflect role as a key part of the Art & Culture Trail • Provide separation between parked vehicles and skate park with a safe, attractive, minimum maintenance fence • Ensure fence design is complementary with other features around the Hub and skate park • Encourage "ownership" of skate park territory by users • Ensure consultation on detailed design 	B	Latrobe City Council, Churchill Hub Advisory Committee, GEP Art & Culture Trail	\$20,000 to \$40,000

Priorities:
 A: Primary priority (Churchill east-west link)
 B: Urgent, requiring significant investment
 C: Important, medium term investment
 D: Longer term or lower priority

Churchill East West Link | 5.2 Eel Hole Creek Precinct - Area 2



Existing Eel Hole Creek



Example of pondage / wetland. Provides environmental and aesthetic benefits



Provide bridge as the focal point of Art & Culture Trail



Opportunities to upgrade existing path to student accommodation to improve identified safety issue

PROJECT	DESIGN REQUIREMENTS	PRIORITY*	PARTNERS	ESTIMATED COST (DEPENDENT ON DESIGN)
5. Bridge over Eel Hole Creek	<ul style="list-style-type: none"> Primary access and visual link between campus and town centre Primary focus for Art & Culture Trail – ensure that artists and designers provide a design within a brief that is consistent with themes for the precinct Ensure highest quality design and construction so that the bridge is functional, attractive, and appropriate to its location within the art and culture trail and over Eel Hole Creek Ensure that the bridge design and construction is compatible with environmental protection and enhancement along Eel Hole Creek Clarify length of bridge to reach a balance between minimising footpath slopes through a long bridge and lower costs of a shorter bridge Ensure consistency with South Australian Government, Public Art - Making it Happen: Commissioning Guidelines for Local Councils (2006) Design incorporating CPTED (Crime Prevention Through Environmental Design) principles 	A	Latrobe City Council, University, State and Commonwealth Governments; possible corporate sponsorship	Between \$400,000 for an "off-the-shelf" 60-m bridge and \$1m for a custom bridge with artistic features
6. Amenities for skate park	<ul style="list-style-type: none"> Confirm location of facilities along Philip Parade or east of the skate park Provide shade, shelter and water for skate park users Ensure visibility of facilities Ensure design of facilities is functional, attractive, and appropriate to its location near the skate park and Hub, within the art and culture trail and next to Eel Hole Creek 	B	Latrobe City Council, State Government	\$55,000 to \$75,000
7. Pondage & wetland areas at Eel Hole Creek	<ul style="list-style-type: none"> Investigate environmental benefits and constraints Investigate regulatory requirements Provide environmental and aesthetic improvements to degraded area Ensure design consistency with pondages north of McDonald way Confirm number and scale of pondages and wetland areas Retain and enhance indigenous and native vegetation (and protect specimens of Strzelecki gums) Replace vegetation where appropriate Ensure safety of pondage surrounds 	B	Latrobe City Council, University, WGCMA	\$300,000 to \$400,000

Priorities:
 A: Primary priority (Churchill east-west link)
 B: Urgent, requiring significant investment
 C: Important, medium term investment
 D: Longer term or lower priority

Churchill East West Link | 5.3 Eel Hole Creek Precinct - Area 3



Existing embankment - between Eel Hole Creek and Latrobe Leisure Centre, view towards North



Existing embankment - between Eel Hole Creek and Latrobe Leisure Centre, view towards Leisure Centre



Opportunity for tree lined pedestrian friendly boulevard on either side of bridge

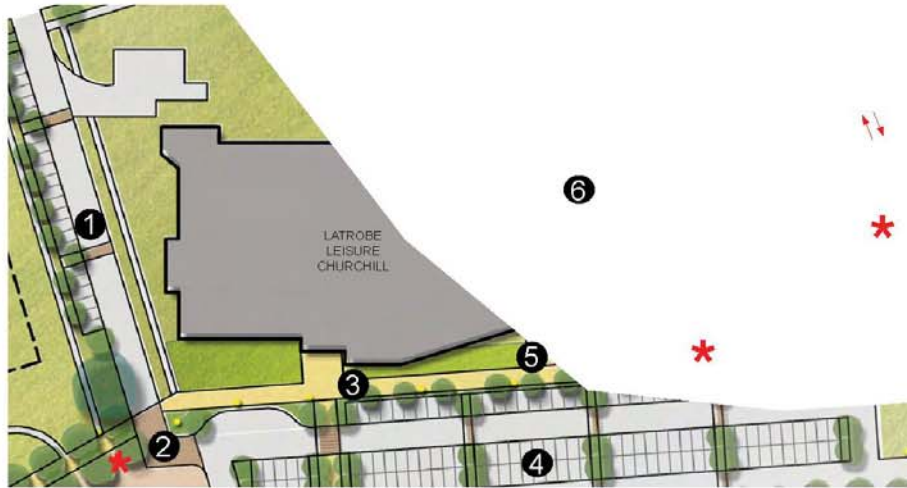


Consider inclusion of BBQ and toilet facility near pavilion

PROJECT	DESIGN REQUIREMENTS	PRIORITY*	PARTNERS	ESTIMATED COST (DEPENDENT ON DESIGN)
8. Investigate current path over Eel Hole Creek	<ul style="list-style-type: none"> Investigate advantages and disadvantages of retaining direct link between student accommodation and town centre If appropriate, develop alternative treatments of culverts and upstream areas Ensure that current services under the culvert are protected Investigate potential for short-term improvements (such as lighting), if construction of the east west link is likely to be delayed Investigate the potential to clean up the area of Eel Hole Creek immediately to the south of the culvert 	C	Latrobe City Council, University	Up to \$20,000 (study); further costs for any works proposed
9. Eel Hole Creek Pavilion	<ul style="list-style-type: none"> In association with Hansen Partnership study, identify location, purposes and design concepts of pavilion Following completion of Hansen Partnership study, confirm pavilion design Ensure design of pavilion is functional, attractive, and appropriate to its location within the art and culture trail and near Eel Hole Creek Ensure that detailed design of the pavilion meets CPTED requirements 	B	Latrobe City Council, State and Commonwealth Governments	\$150,000
10. Grading of rise to car park	<ul style="list-style-type: none"> Enable visual link in east-west pedestrian link by reducing "hump" 	A	Latrobe City Council	\$10,000 to \$20,000
11. Investigate 90-degree parking on west side of access road to Latrobe Leisure Churchill	<ul style="list-style-type: none"> Investigate adequacy of parking at Latrobe Leisure Churchill following restructure of main car park Retain 90-degree parking as option if needed Ensure new car parks meet traffic safety requirements, including footpath link to safe pedestrian crossing Include safe pedestrian crossing points to Latrobe Leisure Churchill, especially at site of the east-west link Ensure new car parks are appropriately landscaped 	C	Latrobe City Council	\$5,000 for study; additional costs for car park construction

Priorities:
 A: Primary priority (Churchill east-west link)
 B: Urgent, requiring significant investment
 C: Important, medium term investment
 D: Longer term or lower priority

Churchill East West Link | 6.1 Latrobe Leisure Churchill Precinct - Area 1



PROJECT	DESIGN REQUIREMENTS	PRIORITY*	PARTNERS	ESTIMATED COST (DEPENDENT ON DESIGN)
1. Traffic calming measures at service road	<ul style="list-style-type: none"> Maintain safe and easy vehicle access to Latrobe Leisure Churchill car park Improve safety of precinct by reducing vehicle speeds 	B	Latrobe City Council	\$50,000 to \$100,000
2. Raised pedestrian crossing at key connection in car park	<ul style="list-style-type: none"> Enhance pedestrian safety in precinct by providing identified crossing point Contribute to traffic calming along service road 	A	Latrobe City Council	\$25,000 to \$50,000
3. Wide boulevard along front of Leisure Centre	<ul style="list-style-type: none"> Provide a major pedestrian pathway between the university campus, Latrobe Leisure Churchill and the town centre (a key part of the East-West Link) Provide a sense of entry to Latrobe Leisure Churchill "front door" Include elements that are part of the art and culture trail Ensure that way finding measures are incorporated along pathways Review access to the GEP Annex, aiming to improve its accessibility and attractiveness 	A	Latrobe City Council, University, State & Commonwealth Governments	\$300,000 to \$400,000
4. Reconfigure Latrobe Leisure Churchill car park	<ul style="list-style-type: none"> Redesign car park to maintain at least the existing number of spaces (126, plus 2 bays for disabled), and aim for an increase if possible Improve the legibility of the car park layout Ensure improved lighting and landscaping are included in redesign of car park 	B	Latrobe City Council	\$5,000 to \$10,000 (design) \$250,000 to \$400,000 (construct)
5. Review access to GEP Annex	<ul style="list-style-type: none"> Investigate options for redesign of access to the GEP Annex, ensuring safety, accessibility and aesthetics 	D	Latrobe City Council	\$5,000; additional costs for construction
6. Future outdoor recreation space	<ul style="list-style-type: none"> Investigate "future outdoor recreation space" in the amphitheatre to the north of the GEP Annex 	D	Latrobe City Council	\$5,000; additional costs for construction



Existing Service Road - West of Latrobe Leisure Centre



Existing entrance and footpath along Latrobe Leisure Centre



Existing car park at Latrobe Leisure Centre



Example of raised pedestrian crossing



Example of wide pedestrian boulevard to building entrance

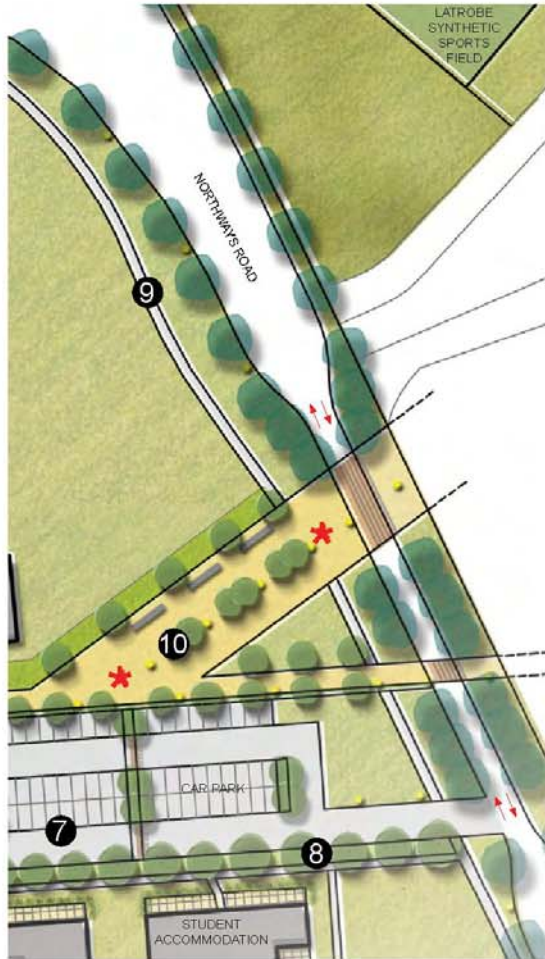


Example of way finding measure

Priorities:
 A: Primary priority (Churchill east-west link)
 B: Urgent, requiring significant investment
 C: Important, medium term investment
 D: Longer term or lower priority



Churchill East West Link | 6.2 Latrobe Leisure Churchill Precinct - Area 2



Example of paving treatment for arrival point



Example of plaza design for arrival / transition point



Example of lighting incorporated into street furniture. Provide pedestrian friendly environment at arrival point



Example of way finding theme / sculpture

PROJECT	DESIGN REQUIREMENTS	PRIORITY*	PARTNERS	ESTIMATED COST (DEPENDENT ON DESIGN)
7. Grade out rise within car park	<ul style="list-style-type: none"> Provide visual link between university campus and town centre by removing rise when reconstruction occurs 	B	Latrobe City Council	\$50,000 to \$75,000
8. Grade out embankment, replant	<ul style="list-style-type: none"> Improve visual and practical connectivity between student accommodation and Latrobe Leisure Churchill Provide opportunities for landscaping and vegetation consistent with CPTED principles 	C	University, Latrobe City Council	\$50,000 to \$75,000
9. Reconfigure footpaths to university campus, student accommodation, GEP and Latrobe Synthetic Sports Field	<ul style="list-style-type: none"> Provide legible, attractive and direct pedestrian links between major destinations Ensure that there are accessible links between footpaths, such as between the east-west link and the pathway along Eel Hole Creek Include elements that are part of the art and culture trail Ensure that wayfinding measures are incorporated along pathways 	B	University, GEP, Latrobe City Council	\$100,000 to \$125,000
10. Develop arrival point and way finding signage	<ul style="list-style-type: none"> Develop clear way finding theme, consistent and complementary with town centre, art and culture trail and University campus themes Identify specific templates for way finding signage 	A	Latrobe City Council, University	\$30,000 to \$40,000

Priorities:
 A: Primary priority (Churchill east-west link)
 B: Urgent, requiring significant investment
 C: Important, medium term investment
 D: Longer term or lower priority

Churchill East West Link | 6.3 Latrobe Leisure Churchill Precinct - Area 3



PROJECT	DESIGN REQUIREMENTS	PRIORITY*	PARTNERS	ESTIMATED COST (DEPENDENT ON DESIGN)
11. Lighting in car park and for arrival point	<ul style="list-style-type: none"> • Ensure safety of car park and East-West Link by provision of quality lighting • Complement public lighting themes in town centre by appropriate selection of poles and luminaires 	B	Latrobe City Council	\$30,000 to \$40,000
12. Improve arrival point for Latrobe Leisure Churchill, including drop-off / arrival point	<ul style="list-style-type: none"> • Develop landscape, "front door", pathway, wayfinding and traffic treatments that clearly identify the arrival point • Design traffic arrangements that enable drop-offs to occur effectively and quickly • Design traffic arrangements that allow bus drop-offs to occur 	A (design) B (construct)	Latrobe City Council	\$100,000 to \$200,000
13. Develop footpaths along McDonald Way and Northways Road	<ul style="list-style-type: none"> • Provide visible, safe pedestrian access from the University, GEP, Kumai College and Latrobe Leisure Churchill to the town centre (along McDonald Way) and Churchill's western residential area (along Northways Road) • Ensure that footpaths have adequate lighting 	B	Latrobe City Council	\$150,000 to \$180,000

Priorities:
 A: Primary priority (Churchill east-west link)
 B: Urgent, requiring significant investment
 C: Important, medium term investment
 D: Longer term or lower priority



Existing entrance to Latrobe Leisure Centre



Example of well defined entrance

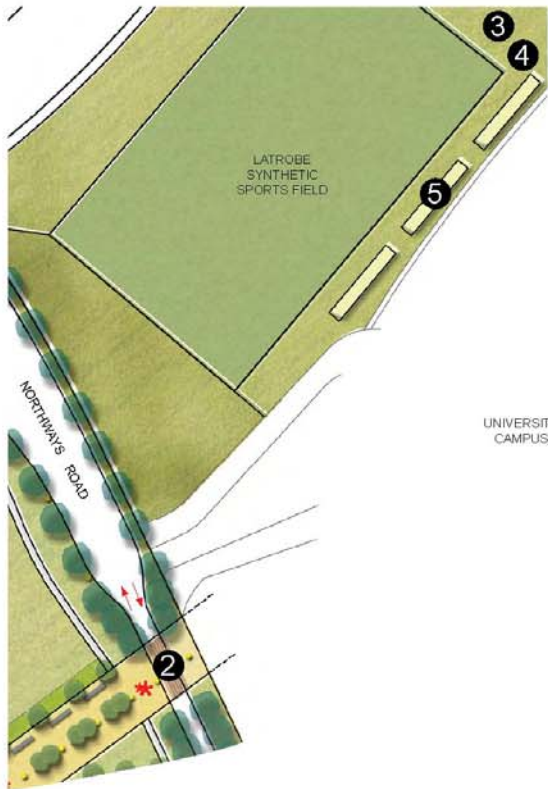


Example of well lit car park with clear sight lines



Example of well lit path for pedestrian

Churchill East West Link | 7.1 University Interface Precinct - Area 1



Example of well lit public space



Example of traffic calming measure / feature paving treatment for pedestrian crossing



Provide street lighting along Northways Road

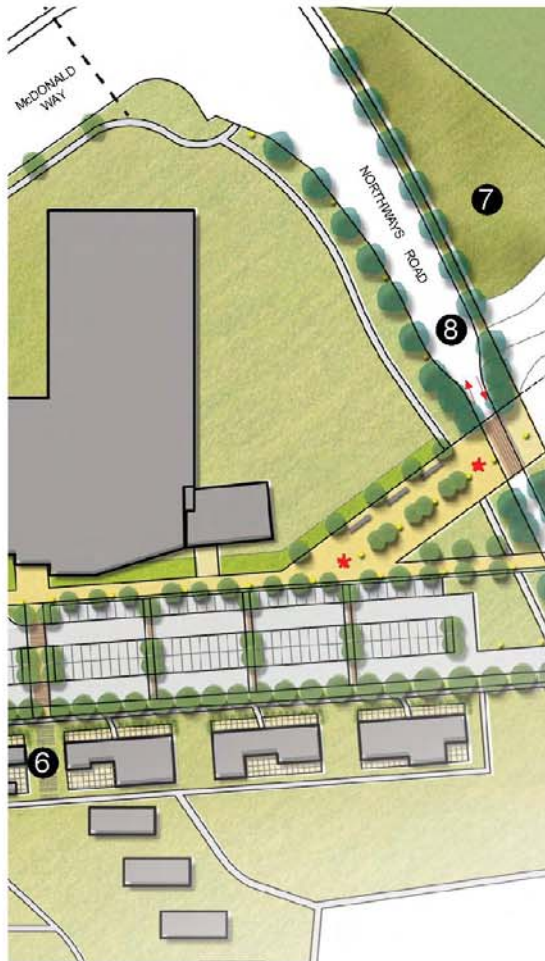


Example of two way bus shelter / spectator shelters

PROJECT	DESIGN REQUIREMENTS	PRIORITY*	PARTNERS	ESTIMATED COST (DEPENDENT ON DESIGN)
1. Drop off areas at GEP	<ul style="list-style-type: none"> Investigate safe drop off areas servicing both sides of Northways Road near the GEP 	C	Latrobe City Council, University	\$10,000; additional costs for construction
2. Traffic calming measures along Northways Road	<ul style="list-style-type: none"> Improve safety of precinct by reducing vehicle speeds, while retaining two-way flows along Northways Road Investigate and establish well-designed drop-off areas in appropriate locations near the GEP Maintain safe and easy vehicle access to the university campus (including the bus stop) and GEP Investigate reinstatement of safe and efficient traffic access to Latrobe Leisure Churchill car park 	B	Latrobe City Council, University	\$100,000 to \$200,000
3. Future warm-up area for synthetic sports	<ul style="list-style-type: none"> Identify and retain option for warm-up area 	D	Latrobe City Council, University, LV Hockey Association	\$30,000
4. Consider future pavilion footprint for synthetic sports field	<ul style="list-style-type: none"> Assess need for pavilion for synthetic sports field Identify and retain option for pavilion Ensure design complements university campus, Latrobe Leisure Churchill and town centre 	B	Latrobe City Council, University, LV Hockey Association	\$400,000 to \$600,000
5. Future two way bus shelter / spectator shelters and change / toilet spaces / pedestrian links	<ul style="list-style-type: none"> Design and develop functional building that meets multiple needs – transport, shelter and change facilities Ensure design complements university campus, Latrobe Leisure Churchill and town centre Ensure appropriate pedestrian links to the west of the Latrobe Synthetic Sports Field and to Latrobe Leisure Churchill 	B	University, LV Hockey Association, Latrobe City Council	\$500,000

Priorities
 A. Primary priority (Churchill east-west link)
 B. Urgent, requiring significant investment
 C. Important, medium term investment
 D. Longer term or lower priority

Churchill East West Link | 7.2 University Interface Precinct - Area 2



Existing view towards Latrobe Synthetic Sports Field from Latrobe Leisure Centre



Example of safe designated pedestrian crossing



Example of pedestrian path with clear sight lines

PROJECT	DESIGN REQUIREMENTS	PRIORITY*	PARTNERS	ESTIMATED COST (DEPENDENT ON DESIGN)
6. North south link for students to Latrobe Leisure Churchill	<ul style="list-style-type: none"> • Complement East-West Link • Provide safe access through Latrobe Leisure Churchill car park 	C	University, Latrobe City Council (through car park)	\$50,000 to \$70,000
7. Clear landscape area to protect vista along Northways Road approach to University entry	<ul style="list-style-type: none"> • Ensure plantings protect and create vistas to University entry 	B	University	\$20,000 to \$30,000
8. Lighting along Northways Road	<ul style="list-style-type: none"> • Ensure safety of Northways Road and East-West Link by provision of quality lighting • Complement public lighting themes in town centre by appropriate selection of poles and luminaires 	B	Latrobe City Council, University	\$50,000 to \$80,000

Priorities:
 A: Primary priority (Churchill east-west link)
 B: Urgent, requiring significant investment
 C: Important, medium term investment
 D: Longer term or lower priority



Churchill East West Link | 8. Summary

The East West Link Master Plan seeks to provide a basis for funding applications that will enable the realisation of a co-ordination and consistent connection between Churchill's town centre and the university campus. It collates information from past studies, incorporates community and stakeholder input and sets out an urban design framework for this important community asset.

Underpinning the master plan is the consideration of improved connectivity, legibility, amenity, and safety, along with the feasibility to be implemented.

The level of detail for the key elements is kept to a minimum so as to provide flexibility for future detailed design work that will be dependant on available funds, and also on partnerships that Council can establish with various key stakeholders such as the University or community groups.

Land ownership will be an important consideration in the implementation of the East West Link Master Plan, as titles along the East West Link are fractured. The implementation of various elements of the Plan will rely on the ongoing engagement and participation of the various land owners and stakeholders. It is noted that through this current project, they are in favour of the Key Directions on which the Master Plan is based – so this should not present any issues.

In this sense, the East West Link will also serve as a community building exercise.



SUMMARY OF SUBMISSIONS
CHURCHILL EAST WEST LINK DRAFT MASTER PLAN

Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Comment	Changes to Plan Required? Yes / No
1	Gippsland Education Precinct	Support; request for continuing consultation	1.1 Support: report has built on the broad principles outlined in the Key Directions Paper and the input provided through the community consultation process. It is noted that the recommendations included in the Brecknock Consulting report "Making our Way" have been incorporated into the plan including Eel Hole Creek pavilion, improvements to the skate park and artistic design of the bridge crossing the creek.	Supportive comment	No
			1.2 In relation to the skate park, the design and construction of a fence between the Hub car park and the skate park is an aspect the GEP would request some input to ensure that this feature is congruent with the other proposals under the "Skate of the Art" project.	This refers to detailed designs, which are part of the next phases of planning. A general comment that key stakeholders will be consulted during detailed design will be incorporated.	No changes to physical plan, but an extra section describing process
			1.3 The integration of the proposed terraces below the Eel Hole Creek pavilion and the East West link needs to ensure that the requirements for disabled access to the terraces can be met.	Noted for detailed design	No
			1.4 Following discussions between officers from Regional Development Victoria, Latrobe City and the GEP it was established that a joint application for funding to the "Putting Locals First" fund could enhance chances for successful funding of the two projects.	Noted	No

Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Comment	Changes to Plan Required? Yes / No
2	Latrobe Valley Hockey Association	General support, with comments about planning around the Latrobe Synthetic Sports Field	2.1 Congratulations on the amount of work that has been put into the plan. Latrobe Valley Hockey Association also thank you and the consultants for the time spent with members of Latrobe Valley Hockey Association and listening to our ideas and including our input into the report....The progress of this project ... is much needed to facilitate the merging of the University and the town and well overdue.	Supportive comment	No
			2.2 Specific issues relating to the Latrobe Synthetic Sports Field are as follows: <ul style="list-style-type: none"> • Support for a warm up area for the hockey field as important for a regional ground and will help the longevity of the surface. • A two way bus shelter/spectator area/pavilion is a concept which is supported in principle by the LVHA 	Already included	No
			2.3 Specific issues relating to the precinct around the Latrobe Synthetic Sports Field are as follows: <ul style="list-style-type: none"> • Traffic calming measures – the speed of vehicular traffic along Northways Road is increasing... • Lighting – safer pathways and lighting are welcome. Footpaths are needed. • The footprint of the whole development and a master plan is an absolute must. There is money put aside for the planning for clubrooms but we need a plan which will show exactly where it will go, room needed, placement of coaches boxes, paths, shelter, seating, future warm up area, playground, bbq area etc... • Support urgent grading on all these items. 	<ul style="list-style-type: none"> • Traffic calming and public lighting on Northways Road are included in the plan. • Detailed design will take place at the next phase of development 	<p>No</p> <p>No</p> <p>No</p>

3	Individual submitter	General support, but with traffic concerns	3.1 General support for the development of the plan	Supportive comment	No
			3.2 Concern that the new car parking on the current service road is on the wrong side of the road, therefore unnecessarily forcing parents and children to cross the road.	There is less opportunity to expand car parking on the eastern side of the service road than on the western side. If the option of the western side is pursued, a safe crossing point would have to be provided at the East-West Link crossing.	Yes - refer to safe crossing point at East West Link
			3.3 Concern about the narrow design of Northways Road between the leisure centre and Monash Uni. A lot of traffic uses this road and a single lane would be dangerous. The drop off points at the GEP have been removed in the new design and this will create confusion and delays as even now driving north along the road, people just stop their cars in the middle of the road for drop-off. Drop off points should be on both sides of the road in the new design and currently.	Traffic calming measures along Northways Road are supported, but drop-off on both sides of Northways Road near the GEP should be identified.	Yes – identify drop-off areas near the GEP

4	Individual submitter	Support aspects of the Draft Master Plan, apart from: - the "look" - impacts on the Creek - time frame - cost.	4.1 Support for consultation process	Supportive comment	No
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	<p>4.2 Concern about the “look” of Churchill town centre as seen by the community and visitors</p> <ul style="list-style-type: none"> • Universal access has not been provided between the Hub and the CBD Car Park. The grade is very difficult for the elderly with mobile walkers and those with scooters, [and] the dangers of the light poles protruding from the footpath. • Cycling access needs to be improved: A key promise made by the developers of the Shopping Centre was to provide for a cycling friendly community, assets such as cycling friendly streets and paths,...a storage and security racks/shed. The master plan also promises an east west link that is friendly to all including cyclists. .. Gutters between footpaths and roads should be rounded and hazards should be avoided. Where cyclists are encouraged to have joint access to the street network, signage should be displayed, particularly in the Town Centre and Philip Pde. • The streetscape of the CBD is boring and very bland with a network of roads, footpaths and light poles being too prominent...Break the unsightliness by adding some tall trees/shrubs where possible, particularly along Philip Parade. • I am not in favour of the proposed “Iconic Bridge”, the design example would be more appropriate in a Melbourne Southbank environment, not in Churchill, a country town... • I have no objection to an Art and Cultural Theme providing it is Multi Cultural. Churchill has developed a proud history of being a multi cultural community and for nearly 50 years this community has worked together in many schools, clubs, churches and committees. 	<p>This is being addressed in the design of Stage 2 of the town hall plaza</p> <p>These comments relate mainly to the commercial centre, but cycling access will be addressed during detailed design for the East West Link precinct.</p> <p>This comment relates mainly to the commercial precinct</p> <p>The design of the bridge should reflect its environment, as described in the draft master plan. The example provided in the report was in a different environment, and the caption should be changed.</p> <p>Noted - the multi-cultural theme is embedded in the Draft East West Link Master Plan and the Art & Culture Trail.</p>	<p>No</p> <p>No</p> <p>No</p> <p>Yes – change the example image and caption</p> <p>No</p>
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	<p>4.3 Eel Hole Creek and the environmental effects on flora and fauna</p> <ul style="list-style-type: none"> • Strong objection to the proposed second bridge being constructed over Eel Hole Creek. Any second bridge no matter what size will have a detrimental effect on the creek’s landscape including the flora and fauna in the area. ..the 400 metre stretch from McDonald Way to just beyond the current path and bridge over the creek needs a controlled environmental clean up as well as some attention to erosion and replanting. However another bridge, the size proposed, would potentially devastate the area. Several established trees and vegetation would be removed, earth would be disturbed and another access way opened up. The creek needs sensitive, caring management not an imposing structure that would detract from the environment in many ways. • The current crossing is the most appropriate site for the development of an environmentally friendly upgrade to the bridge and pathway. Whilst not direct, it would provide an opportunity to have an east west link that meanders, as is the current situation. The pathway should be as natural as possible with limited use of concrete and bitumen but at the same time tidy, well drained and safe for all to use. The bridge should have a simple theme appropriate to the community and local environment. 	<p>The East West Link Draft Master Plan provides for environmental clean-up in the Eel Hole Creek area, including reference to retaining and enhancing indigenous and native vegetation. (as well as protecting specimens of Strzelecki gums). Some acacias would be removed as a result of bridge construction, but the environmental benefits of improving the current degraded waterway would more than offset these losses.</p> <p>The current Design Requirement states: “Ensure highest quality design and construction so that the bridge is functional, attractive, and appropriate to its location within the art and culture trail and over Eel Hole Creek”. This should be retained, and confirmed in detail when a detailed design brief for the bridge is prepared.</p> <p>The East West Link Draft Master Plan refers to “investigate current path over Eel Hole Creek”. The retention of the current pathway would provide a direct link between the university accommodation areas and the town centre and therefore could be retained, and will certainly need to be retained until a bridge can be constructed. However, the thrust of the town centre plan has long included an upgrade of the physical and visual link between the university and the town centre, thus supporting the retention of the bridge on the master plan. There is currently an informal track across Eel Hole Creek where pedestrians take a short-cut in a direct route to the town centre, and it is likely that the new bridge would formalise this route.</p>	<p>Yes – confirm protection of existing vegetation as a Design Requirement for the bridge.</p> <p>No</p> <p>No</p>
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		<p>4.4 The time frame for the project</p> <ul style="list-style-type: none"> • The Churchill East West Link will continue to be a long drawn out project. A major “player” in the project, both in planning and financial matters is Monash University soon to be called Federation University of Australia. I would assume there will be little change to the new Universities’ views on the project. The plan indicates the involvement of Monash but doesn’t suggest any change when Federation take over. It is important to keep in mind that Federation University is a Ballarat entity. • It is very important for all current shopping centre precinct works to be completed successfully before any development work east of Philip Parade takes place. • The Eel Hole Creek walk is an irreplaceable asset within a kilometre of our Churchill Community Centre. 	<p>The Master Plan will be required, irrespective of the management of the university campus.</p> <p>The Master Plan is intended to identify works in the Churchill Town Centre Plan, after the reconstruction of the commercial centre has largely been completed.</p> <p>Noted.</p>	<p>No</p> <p>No</p> <p>No</p>
		<p>4.5 The cost</p> <ul style="list-style-type: none"> • In dollar terms the cost works out to about \$5M and I would assume that’s in today’s estimates. Whilst the Monash University have indicated financial support, the potential costs in \$ terms for what the community gets is very high. I believe all works east of Eel Hole Creek should be financed by the Government and/or the University. • Environmental changes, cleanups and plantings to Eel Hole Creek should not be performed by developers. Our local National Parks, LCC Parks and Gardens, Monash Parks and Gardens and the Lake Hyland – Eel Hole Creek volunteers along with interested community members should be invited to make the changes to the creeks environment. This could fit in with the Multi Cultural Theme... 	<p>The source of funding for works in the Master Plan is not specified. A major purpose of the Master Plan is to provide the basis for submissions.</p> <p>Financial and in-kind contributions resources will be sought as widely as possible.</p>	<p>No</p> <p>No</p>

5	Churchill District Community Association (CDCA)	General support, with comments on process, priorities	<p>5.1 The East West Link Draft Master Plan is an important step in the process of implementing the Churchill Town Centre Plan. CDCA supports the principles underlying the Churchill Town Centre Plan, and these principles have been followed in the Churchill East West Link Draft Master Plan</p> <p>CDCA appreciates being involved with consultation...</p> <p>CDCA is aware that the Draft Master Plan identifies projects that are not yet funded. However, it strongly supports the preparation of a Master Plan for the precinct, in order to assist with future funding applications. CDCA supports a visionary plan for Churchill, avoiding the ad hoc developments of the past...</p> <p>CDCA considers that the Master Plan provides a satisfactory vision to guide planning and development of the East-West Link, as per the Churchill Town Centre Plan and that, to some extent, funding availability will determine the order of project implementation. This emphasises the requirement to have an over-arching Master Plan that provides a vision for progressive development over a period of time and forms the basis for future funding applications.</p>	Supportive comments	No
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	<p>5.2 CDCA notes that a number of elements contained in the Draft Master Plan address long-standing concerns of the local community that pre-date the preparation of the Key Directions Report and the Draft Master Plan, such as:</p> <ul style="list-style-type: none"> • the need for improved lighting and visibility at the Eel Hole Creek crossing • development of the unused land between the Leisure Centre and Eel Hole Creek to make this area an attractive community asset • vehicle egress from the (then to be constructed) Churchill Hub car park adjacent to the Skate-Park • safe road crossing and pedestrian pathway from the newly constructed Gippsland Education Precinct to the Town Centre • the requirement to provide visual connection between Churchill's 'focal points' (i.e. Leisure Centre/Northways Rd, Community Hub/Philip Pde, Shopping Centre/Monash Way) 	<p>Supportive comments about details of plan</p>	<p>No</p>
	<p>5.3 CDCA notes that the work on the Town Centre to date has been drawn out. In order to maintain the recent progress and to provide an assurance to Churchill residents that the East West Link is more than just a dream, Latrobe City Council is urged to make capital funding commitments to appropriate East West Link projects over the next few years. Churchill celebrates its 50th anniversary in 2015. It would be fitting that some of the East West Link projects were opened and/or announced that year.</p>	<p>Request for funding relating to Churchill's 50th anniversary is noted</p>	<p>No</p>

	<p>5.4 CDCA supports the guiding design principles of “local, safe, accessible, environmental, artistic and practical”. While these principles appear to be applied in the concept plans in the Draft Master Plan, CDCA wishes to ensure that they are further pursued when detailed planning is carried out for all of the individual projects that have been identified. CDCA wishes to be involved in this consultation, and proposes that the Churchill Town Centre Plan Implementation Consultation Group continues to review consultation, planning and implementation of projects in this precinct (CDCA wishes to retain its representation on this group)</p> <p>5.5 In line with CDCA’s submission on the Key Directions Report, it is especially concerned that the quality of the environment of Eel Hole Creek is enhanced, and that vegetation along the creek is protected.</p> <p>5.6 CDCA considers that there could be refinements to improve the Master Plan. These include:</p> <ul style="list-style-type: none"> • More explicit reference to the quality and nature of lighting and landscaping in the precinct • Further consideration of car parking throughout the precinct, to ensure that this is planned in a coherent way <p>5.7 There is a range of views on priorities and timing of projects within CDCA, as there is in the Churchill community. For example, some members prefer a focus on the new bridge over Eel Hole Creek, while others prefer to focus on an upgrade of the existing access before any consideration of a bridge.</p>	<p>Request for ongoing consultation – this has been working well in the past, and will continue while the Churchill Town Centre Plan is being implemented.</p> <p>Vegetation protection is already referred to in the East West Link Draft master Plan, especially relating to the Eel Hole Creek area.</p> <p>While lighting and landscaping are already referred to in the Plan, additional wording will reinforce their importance.</p> <p>The thrust of the town centre plan has long included an upgrade of the physical and visual link between the university and the town centre, thus supporting the retention of the bridge on the master plan.</p>	<p>No</p> <p>No</p> <p>Yes – additional words on the importance of lighting and landscaping</p> <p>No</p>
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	<p>5.8 CDCA identifies the following as core considerations to the implementation of the Plan:</p> <ul style="list-style-type: none"> • Eel Hole Creek and the environmental effects on flora and fauna – enhancement of the waterway and retention/improvement of the recreational pathway along the creek, ensuring minimal detrimental impact on native flora and fauna • Time Frame – the current focus should be on completion of works in the commercial centre, whilst the future implementation of the East West Link Master Plan should be staged in an on-going progressive basis, dependent upon external funding opportunities and Council's own budget considerations. Staged works should be conducted in an environmentally sensitive manner and attempt to minimise any general disruption and 'eyesores' created by lengthy project works • Cost – opportunities should be taken to seek external (from Council) funding and/or partnerships utilising 'in-kind' resources where possible • Content of the Master Plan – a vision and plan is essential and should include principles and projects, as are identified in the Draft Master Plan (noting that new projects will always have supporters and detractors), including celebration of Churchill's history and multi-cultural background (as per elements of the Art and Culture Pathway) and the provision of visual and physical connection between Churchill's existing infrastructure and new projects 	<ul style="list-style-type: none"> • The East West Link Draft Master Plan provides for environmental clean-up in the Eel Hole Creek area, including reference to retaining and enhancing indigenous and native vegetation. (as well as protecting specimens of Strzelecki gums). Some acacias would be removed as a result of bridge construction, but the environmental benefits of improving the current degraded waterway would more than offset these losses. • The Master Plan is intended to identify works in the Churchill Town Centre Plan, after the reconstruction of the commercial centre has largely been completed. • The source of funding for works in the Master Plan is not specified. A major purpose of the Master Plan is to provide the basis for submissions. Financial and in-kind contributions resources will be sought as widely as possible. • Supportive comment – noted. 	<p>No</p>
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6	Individual submitter	Identifies a need for a centrally-located playground	<p>6.1 As a resident of Churchill for some years it's of great disappointment that Churchill does not boast a playground / BBQ facility central to the main street and in walking distance of the shops as opposed to my previous residence in Mirboo North...</p> <p>Many parents would benefit greatly from a playground close to the Churchill hub and skate park area. Having a playground in close proximity to these facilities would allow:</p> <ul style="list-style-type: none"> • The opportunity for parents to take younger children to the playground but also watch their older kids at the skate park • Parents to only have to unpack the car once. As a parent of two younger children I find it a huge inconvenience to have to unpack the kids at the shops and then again at Lake Holland which is the playground we consider the main one in Churchill. 	Refer comment to Senior Recreation & Open Space Planner for consideration in updates of Open Space and Playgrounds Strategies.	No
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7	Monash University	Generally supportive, with reference to the need for discussions with the university regarding access to its land	<p>7.1 It is noteworthy that the EWLDMP is largely consistent with the Gippsland Campus Masterplan...</p> <p>In order to ensure continuing consistency with the Gippsland Campus Masterplan, Monash University is requesting that the final Churchill East West Link Master Plan should note the Gippsland Campus Masterplan as a reference document.</p>	<p>Supportive comment</p> <p>The Gippsland Campus Masterplan was not included because it is not publicly available. However, reference to the incorporation of the ideas in the Gippsland Campus Masterplan can be incorporated in the East West Link Master Plan.</p>	<p>No</p> <p>Yes - comment on the use of the Gippsland Campus Masterplan</p>
			<p>7.2 There should not be an assumption that Monash will necessarily fund projects itemized. Support for projects will also be dependent on specific design elements, which need to suit the functions of the campus, not just the East West Link. The University would seek to be consulted regarding any works immediately adjacent to its land and actively involved in any design process for work on its land.</p>	<p>There is no assumption in the East West Link Master Plan that the university (or any other stakeholder) will fund works. There will continue to be consultation with the university on implementation of the plan, and it would not be possible to carry out works on university land without approval of the land owner.</p>	<p>Yes - confirmation that there are several land holders in the area, an further consultation will be required during detailed design</p>
			<p>7.3 Monash University strongly supports the underlying design principles of the EWLDMP</p> <p>7.4 Specific issues raised (Note: The references to numbers in [Square Brackets] refer to sections of the Draft Master Plan):</p> <p>[5.1] Eel Hole Creek Precinct – Area 1</p> <ul style="list-style-type: none"> The drawings on pp. 10-11 refer to the Community Hub as “Latrobe & District Community Hub”. The correct title is Churchill & District Community Hub. The Access Laneway, behind the CFA, is likely to be used as a secondary parking point for the Churchill & District Community Hub, especially for parents accessing the Pre School and Child Care Centre. The plan should incorporate a footpath from the laneway to the Hub. 	<p>Supportive comment</p> <ul style="list-style-type: none"> This will be corrected. A footpath can be incorporated in the plan. 	<p>No</p> <p>Yes – modify title on plan</p> <p>Yes - incorporate footpath in the plan</p>

	<p>[5.2] Eel Hole Creek Precinct - Area 2</p> <ul style="list-style-type: none"> 5. Iconic bridge over Eel Hole Creek: A new bridge with better lighting and way finding is strongly supported by the university. As identified in the Gippsland Campus Masterplan, this is the natural route for travel between the town centre, Latrobe Leisure Churchill, the Synthetic Sports Field and University. By placing this route as the primary creek crossing, it removes from the other crossing, which connects directly with the Campus Student Residences, unnecessary foot traffic. The CPTED principles are critical if this crossing is to be successful. It will address key concerns from students about safety. [7.] Pondage & Wetland areas at Eel Hole Creek: Monash University notes that any ponds, pathways and the bridge may, in part, be on Monash land. The University supports the overall concept of the East West Link but reserves its right to protect the value and use of its land. Formal discussions and agreement with the University will be required. Notwithstanding this and without prejudicing Monash rights, the university would wish to be actively involved in any design process. 	<ul style="list-style-type: none"> Supportive comment. There will continue to be consultation with the university on implementation of the plan, and it would not be possible to carry out works on university land without approval of the land owner. 	<p>Yes – include reference to footpaths linking between the new East-West Link and other footpaths (including along Eel Hole Creek)</p> <p>No</p>
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	<p>[5.3] Eel Hole Creek Precinct - Area 3</p> <ul style="list-style-type: none"> [8.] Investigate current path over Eel Hole Creek: The key requirement from Monash is that the students in Residences are not inconvenienced and feel safe crossing the creek to the town centre. While students have indicated they would welcome a new, well lit and accessible path and bridge, this is not going to be a quick installation. Therefore the reality is that the existing path and creek crossing will remain in place for several years and it will remain the shortest route to the town centre, so it is imperative that the current pathway is upgraded. This should include brighter, whiter lamps in the existing lights, improved drainage and paving of the creek crossing and removal of close proximity shrubs to improve visibility and sense of safety. Considering alternative treatments upstream of the crossing is supported. The option of another pond is one option. The CPTED principles should apply here and the same standards of enhancing vegetation and weed removal, as envisaged downstream of the crossing, should apply upstream as well. Provision will still need to be made to secure the services underneath the current bridge. <p>[9.] Eel Hole Creek Pavilion: The Eel Hole Creek Pavilion is supported because this will be a key attraction and encourage pedestrians to cross the bridge in either direction. It is anticipated that this increased foot traffic will improve passive surveillance. However the EWLDMP should require that the detailed design of the Pavilion makes provision for additional lighting and CCTV in this area so that the Pavilion does not become a congregation point for anti-social behaviour.</p>	<ul style="list-style-type: none"> The retention of the current pathway would provide a direct link between the university accommodation areas and the town centre and therefore could be retained, and will certainly need to be retained until a bridge can be constructed. A reference to upgrading safety at the current pathway is appropriate. This is consistent with the East West Link Draft Master Plan, but references to protection of services under the current culvert and clean-up south of the culvert are appropriate. <p>Generally supportive comment. "Design Requirements" for Eel Hole Creek Pavilion can be expanded to explicitly address safety concerns.</p>	<p>Yes – refer to short-term enhancements to improve safety on existing pathway</p> <p>Yes - refer to protection of services under the current culvert, and to need for clean-up immediately south of the culvert</p> <p>Yes – refer to CPTED requirements in Design Requirements for Eel Hole Creek Pavilion</p>
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	<p>[6.1] Latrobe Leisure Churchill - Area 1 [1.] Access road to Latrobe Leisure Churchill It is pleasing to note the EWLDMP drawings incorporate a footpath for the west side of the access road, servicing the 90 degree car parking.</p>	<p>Supportive comment</p>	<p>No</p>
	<p>[6.2] Latrobe Leisure Churchill - Area 2 [5.] Grading of rise to car park This project is strongly supported... In planning this project, consideration should be given to redesign to the entrance to the GEP annexe to the Latrobe Leisure Churchill. The current stairs and DDA compliant switchback ramp to the GEP building is an eyesore. This was noted in the Monash response to the Key Directions Paper... A new DDA ramp entrance could start at the existing Latrobe Leisure Churchill entrance and run parallel to the building to GEP entrance.</p>	<p>Supportive comment, but reference should be made to access to the GEP Annexe.</p>	<p>Yes – refer to investigation of redesign of access to the GEP Annexe.</p>
	<p>[6.] Grade out the embankment between car park and Student Residences This project... is welcome. The addition of extra pedestrian crossing points through the car, north south, will benefit both patrons using the car park and students from Residences.</p>	<p>Supportive comment</p>	<p>No</p>
	<p>[6.3] Latrobe Leisure Churchill - Area 3 [9.] Lighting in car park and for arrival point This detail is welcome. For the CPTED principles to work in practice there needs to be consistency of lighting from the campus through the car park and across the creek. Poor lighting and the resultant dark spots make people feel unsafe.</p>	<p>Supportive comment</p>	<p>No</p>
	<p>[11.] Footpaths along McDonald Way and Northways Road This footpath is strongly supported as it will greatly improve safety and access to Latrobe Leisure Churchill.</p>	<p>Supportive comment</p>	<p>No</p>

	<p>[7.1] Monash Interface Precinct – Areas 1 [1.] Traffic Calming on Northways Rd.</p> <p>Traffic calming is supported and should be the first priority in this precinct. The University would seek to be intimately involved in any investigation to re-open access to the Latrobe Leisure Churchill car park from Northways Road, which would require construction on University land and impact on students residences... Siting of any entry, landscaping and noise mitigation would be critical.</p>	Supportive comment	No
	<p>[7.2] Monash Interface Precinct – Areas 2 [5.] Change /shelter/toilets at Synthetic Sports Field.</p> <p>There needs to be detailed consideration of a pedestrian link from the Synthetic Sports Field to Northways Road, to enhance the player and spectator amenity and safety, and the integration of these facilities with Latrobe Leisure Churchill.</p>	There should be reference to an improved pedestrian links around the Latrobe Synthetic Sports Field.	Yes – refer to pedestrian links in text
	<p>[6.] North South Link for Students The University supports the concept, as outlined in its Campus Masterplan, of a major link between student residences and Latrobe Leisure Churchill. The EWLDMP in its drawings has only crudely approximated the location of current Campus buildings (pp. 13-17). The drawings are not consistent with the Campus Masterplan in terms of future buildings. The Campus Masterplan does not envisage a row of student residences facing the Latrobe Leisure Churchill car park. In the EWLDMP the North South Link, as drawn, does not indicate its continuation as a major pedestrian spine through the student residences. It should not terminate at a standard footpath running east-west. The configuration of the car park and supporting footpaths should reflect this ..it should be sufficient to reference the Campus Masterplan ...</p>	The Draft East West Link Master Plan should be modified to more accurately reflect the Campus Masterplan.	Yes – modify the plan to be consistent with the Campus Masterplan

	<p>[7.] Clear Vista along east side of Northways Road. The EWLDMP should allow for a footpath along the western edge of the Synthetic Sports Field, to would greatly improve player and spectator access and also help protect the integrity of the synthetic playing surface by reducing transmission of dirt. Importantly this pathway will complete the pedestrian pathway connections with Kurnai College, as envisaged in Latrobe Leisure Churchill - Area 3, project 11 (p. 15).</p>	<p>A footpath to the west of the Latrobe Synthetic Sports Field should be included in the East West Link Master Plan.</p>	<p>Yes – include footpath</p>
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8	Individual submitter	Support for content, but concern about presentation of plan	8.1 The plan published in <i>Churchill News</i> did not provide sufficient clarity or explanation of Council's intentions regarding each of the projects within the precinct. Mr Walters' background is drafting, and he considered that the plan did not adequately use techniques such as arrows and annotations to fully explain the intentions.	The full version of the Draft Master Plan used the techniques referred to by Mr Walters, but the one-page version in <i>Churchill News</i> did not. Any future versions of the "single page" plan should refer to the full document.	No
9	Individual submitter	Support for Submission 4	9.1 The people of Churchill have put up with a mess for a long time.	Comment on the time taken to implement the Churchill Town Centre Plan within the commercial centre.	No
			<p>9.2 Specific comments include:</p> <ul style="list-style-type: none"> • The cost of the projects seems astronomical • Eel Hole Creek walkway should be improved, adding a history component. • Another bridge should be dispensed with - a good clean up is needed • The cultural pavilion should include history of all cultures of our area similar to the Migrant Wall in Morwell 	<ul style="list-style-type: none"> • A major purpose of the Master Plan is to provide the basis for submissions. • Consistent with Draft Master Plan and art and culture trail • A clean-up of Eel Hole Creek is included in the Draft Master Plan. The thrust of the town centre plan has long included an upgrade of the physical and visual link between the university and the town centre, thus supporting the retention of the bridge on the master plan. • Consistent with Draft Master Plan and art and culture trail 	<p>No</p> <p>No</p> <p>Yes - modify references to the nature of the bridge</p> <p>No</p>

10	Individual submitter	General support, but with concerns about traffic and design of bridge	10.1 Overall the plan is welcome and we consider the holistic view of the many aspects of the development as positive.	Supportive Comment	No
			10.2 The plan shows narrowing of the Northways Road to a single lane at the pedestrian crossing as a traffic calming measure. Given the amount of traffic along Northways Road, it is urged that this element of the design be reviewed and two-way traffic is retained.	The Draft Master Plan intended to show traffic calming along Northways Road, but not a one-way single lane road. The plan should make clear that two-way traffic is proposed.	Yes – reference to two-way traffic (as well as drop-off areas)
			10.3 The iconic bridge over Eel Hole Creek represents a large expense and should be questioned if it is really necessary or if a lower cost solution would be more effective. Our preference would be to forgo the bridge altogether and keep the project simple and “environmentally friendly and aesthetically pleasing”. However in the event that a custom bridge was to be chosen, the design needs to complement the bushland and local environment. (The white bridge illustrated on the plan is seen as completely out of character.)	The thrust of the town centre plan has long included an upgrade of the physical and visual link between the university and the town centre, thus supporting the retention of the bridge on the master plan. However, the need to complement the local environment should be reinforced in the “Design Requirements” for the bridge.	Yes – replace the image that currently has a caption of “Provide iconic bridge as the focal point of Art & Culture Trail” with a more appropriate example, and change caption

11	Latrobe Leisure Churchill	Support, with refinements	<p>The East West Link Draft Master Plan is a sound reflection of comments provided during the consultation process, and generally provides a strong basis for future detailed planning and development of the precinct.</p>	Supportive comment	No
			<p>Most elements of the Draft Master Plan relating to Latrobe Leisure Churchill are strongly supported. These include:</p>	Supportive comment	No
			<ul style="list-style-type: none"> • Investigation of additional parking on the west side of the access road to Latrobe Leisure Churchill • Traffic calming measures along the access road • Grading of the rise to the west of the car park • A raised pedestrian crossing at the connection between the access road and car park • A wide boulevard along the front of Latrobe Leisure Churchill • Reconfiguration of the Latrobe Leisure Churchill car park • Grading of the rise within the car park • Development of an arrival point and way finding signage 		
			<p>The aim of the Draft Master Plan to improve access and reduce speeds is supported. The drop-off area near the main entry, redesigned conceptual layout of the car park and re-established access to a traffic-calmed Northways Road are all supported.</p>	Supportive comment	No
			<p>A critical aspect for Latrobe Leisure Churchill is the maintenance of capacity at the car park. The Draft Master Plan refers to “Redesign car park to maintain at least the existing number of bays (126, plus 2 bays for disabled)”. Any opportunities to increase the capacity of the car park, rather than merely “maintain” capacity, should be pursued.</p>	References to car parking capacity at Latrobe Leisure Churchill should be modified to refer to increased capacity, if possible	Yes – modify wording of “Design Requirements” of Latrobe Leisure Churchill car park

	<p>The detailed design of the car park layout should investigate options that optimise capacity and safety, such as the possibility of 45-degree parking along the northern edge of the car park.</p>	<p>References to car parking design at Latrobe Leisure Churchill should be modified to refer to options aimed at maximising capacity</p>	<p>Yes – modify wording of “Design Requirements” of Latrobe Leisure Churchill car park</p>
	<p>There should be reference to the quality of landscaping in the car park and other areas surrounding Latrobe Leisure Churchill.</p>	<p>References to design at Latrobe Leisure Churchill should be modified to confirm the importance of landscaping</p>	<p>Yes – modify wording of “Design Requirements” of Latrobe Leisure Churchill car park</p>
	<p>The quality of lighting is an important aspect, given the need for lighting in early-morning and night demand at Latrobe Leisure Churchill. This should be referenced in the Master Plan.</p>	<p>References to design at Latrobe Leisure Churchill car park should be modified to confirm the importance of public lighting</p>	<p>Yes – modify wording of “Design Requirements” of Latrobe Leisure Churchill car park</p>
	<p>Reference to “Future Outdoor Recreation Space” should be made in the amphitheatre area to the north of the GEP Annex.</p>	<p>This can be incorporated in the Master Plan</p>	<p>Yes – incorporate in plan</p>
	<p>The temporary buildings shown on the north-western corner of the Latrobe Leisure Churchill building should be removed from the Master Plan.</p>	<p>These buildings should not have been included in the plan</p>	<p>Yes – remove from plan</p>

12	Latrobe City Council Recreation & Open Space Planning	Support, with refinements	<p>The Draft Master Plan provides significant improvements to the open space areas in the precinct between Philip Parade and the university campus. The area currently has well-used and valuable north-south pathways along Eel Hole Creek, and the skate park is well-used. However, Eel Hole Creek itself is highly degraded, while pathways between the town centre and the university campus do not provide perceptions of a safe environment, while access to Latrobe Leisure Churchill and the Latrobe Synthetic Sports Field remain unsatisfactory. The Draft East West Link Master Plan identifies these shortcomings and provides appropriate solutions.</p>	Supportive comment	No
			<p>The Draft Master Plan is consistent with Latrobe City Council’s policy framework, including the following:</p> <ul style="list-style-type: none"> • Public Open Space Strategy • Latrobe City Council MSS • Healthy by Design principles <p>Latrobe City Council is developing a Tracks, Trails and Pathways Strategy, which will provide some further detail about specific pathways, tracks and trails for Churchill, including those identified by the master plan.</p>	Supportive comments	No
			<p><u>Specific Comments</u></p> <ul style="list-style-type: none"> • The Master Plan needs to address the pedestrian links from the student accommodation to the new east-west link. • Landscape improvements need to be specified in the Master Plan. • Lighting needs to be addressed specifically. 	<ul style="list-style-type: none"> • This should be reviewed, and modified to be consistent with the campus masterplan. • References to landscaping and lighting should be strengthened in the master plan. 	<p>Yes – review pedestrian links to student accommodation, and strengthen references to landscaping and lighting</p>

**14.2 INAPPROPRIATE STREET TREE REMOVAL AND
REPLACEMENT PROGRAM 2013/14**

General Manager

**Recreation, Culture &
Community Infrastructure**

For Decision

PURPOSE

The purpose of this report is to present to Council for consideration a proposed list of street tree replacements planned under the '*Inappropriate Street Tree Replacement Program*' for the 2013/14 financial year.

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

A report on the identification of inappropriate street trees and suggested replacement species was presented to Council and adopted on 17 October 2005.

The Council report identified a program to remove and replace inappropriate street trees which until then, had been replaced on an ad hoc basis. Council in 1997/98 engaged a consultant to survey all urban street trees and, of the 38,300 street trees surveyed, approximately 17,000 were identified as being inappropriate.

Since this time an annual report has been presented to Council for approval of the proposed removal program for that year.

An inappropriate tree may be either:

- Inappropriately located – e.g. either a tall tree species with structural defects or under power lines, or a tree that causes major damage to underground services. It may be affecting other assets or producing excessive fruit or berries.
- A toxic tree containing toxins within the vegetation that have been proven to cause death or major illness to either humans or animals.
- An allergy causing tree that have been proven to cause major health effects by allergic reaction/s in humans.

In total almost 4,000 inappropriate street trees have been removed and approximately over 4500 street trees have been replaced since commencement of this program.

The trees removed in the program are replaced with a suitable native species where this fits in with the current street scape. There are some instances where the use of a native species is not possible due to the surrounding environment. Affected residents are always provided with a choice of two species when removals are carried out. The list of species of trees used in the replacement program is attached to this report.

ISSUES

There are differing attitudes of residents, often within the same street, about the need for removal of trees and the preferred replacement street tree species. This is particularly the case for large trees where the majority opinion in a street often changes over several years as property ownership changes and when aging residents encounter difficulty in clearing up leaves and tree litter.

The benefits to Council and the community in proceeding with this program are as follows:

- Reducing the risks to the public due to power lines being brought down by trees;
- Reducing the risk to staff and contractors when pruning around power lines;

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- Compliance with the Code of Practice for Power Line Clearance (a regulatory requirement);
- Reducing the complaints about trees blocking street lights;
- Reducing the number of power outages caused by street trees;
- Reducing the complaints about encroachment over private property, including leaf and litter drop;
- Reducing the number of claims against Council for personal injury and property damage due to trees;
- Improving the amenity of streets – inappropriate trees which have to be severely pruned to meet power line clearance regulatory requirements or which damage roads or footpaths create visual amenity problems;
- Removing the community risk associated with toxic/allergy threat of some tree species;
- Reducing damage and repair costs to infrastructure, including footpaths, kerb and channel, stormwater and sewerage pipes.

The street trees selected for removal as shown in the attachment do not appear in the Latrobe City Heritage Study or the register compiled by the Latrobe City Council Infrastructure Maintenance arborists, of the more important and significant trees in the municipality.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

This program is undertaken to minimise the risk to Council that inappropriate trees have the potential to cause. These risks have been outlined in the Issues section of this report.

There is an allocation of \$200,000 in the 2013/14 recurrent Planned Tree Works budget for inappropriate tree removal and replacements.

All works are carried out by suitably qualified contractors on behalf of Council with the approved recurrent budget.

The 2013/14 proposed work program plans to remove and replace 539 street trees. These removals will take place in:

- Traralgon – 170 trees
- Morwell – 137 trees
- Moe/Newborough – 232 trees

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

In accordance with Council's *Tree Work Notification Policy 11 POL-3*, consultation will take place using the following process:

- Letters will be delivered to households in the affected street, advising of the proposed tree replacement works and seeking input into the

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selection of replacement species. This letter will offer consultation (on site if desired) with a Council arborist.

- All household opinions from that street are taken into account.
- If the majority of households in the street object, the works will not proceed, but be deferred and further consultation carried out.
- If a petition is forwarded by residents it will be presented to Council in accordance with the processes of Local Law Number 1. It is suggested that if petitions are received, that they be dealt with on a street-by-street basis and not for the whole program.

Details of Community Consultation / Results of Engagement:

If the majority of households in a particular street object to the tree removals and/or cannot agree on replacement species, then works in those affected streets will be deferred for further consultation.

- If not resolved a report will be presented to Council for a decision.
- If the ultimate decision of Council is to defer works in a specific street then an alternative street will be substituted into the works program.

OPTIONS

Options available to Council include:

1. Approve the list and implement the 2013/14 program.
2. Amend the list/modify the program. It should be noted that there are opportunities for this to occur during the course of the program if the consultation process identifies issues.
3. Abolish the program. This is not recommended due to the risks associated with identified trees.

CONCLUSION

This report proposes continuing the inappropriate street tree removal and replacement program. The attachment to this report proposes a list of trees and streets for the 2013/14 program.

It is recommended that Option 1 be adopted as the preferred method and the process be carried out on a street by street basis, whereby if there is not majority agreement to the removal and replacement species, the particular street will be deferred from the program to allow further consultation and be referred to Council.

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Attachments

1. Attachment 1
2. Attachment 2

RECOMMENDATION

1. That Council adopts the list of inappropriate street trees as listed in the attachment as the removal and replacement program for the 2013/14 financial year.
2. That all proposed works are undertaken in accordance with the *Tree Work Notification Policy 11 POL-3*.

14.2

Inappropriate Street Tree Removal and Replacement Program 2013/14

- 1 Attachment 1 313**
- 2 Attachment 2 327**

Inappropriate Street Tree Removal Replacement Program 2013-2014

The following table is a list of 539 street trees for removal and replacement within the 2013-2014 financial years of inappropriate street trees: Traralgon – 170, Morwell – 137 and Moe/Newborough 232.

Key – P/L is Parkland

TRARALGON.

ADDRESS	SPECIES
3 Cedar Crt	Melaleuca linarifolia
7 Cedar Crt	Melaleuca linarifolia
11 Cedar Crt	Melaleuca linarifolia
13 Cedar Crt	Melaleuca linarifolia
16B Cedar Crt	Melaleuca linarifolia
12 Cedar Crt	Melaleuca linarifolia
1 Shakespears Street tree in Dunbar Road	Lophostemon confertus
7 Dunbar Road	Lophostemon confertus
7 Dunbar Road	Prunus Blireana
11 Dunbar Road	Lophostemon confertus
? Dunbar Road (Weldtex Factory)	Lophostemon confertus
9 Bank Street	Prunus Blireana
19 Bank Street	Prunus Blireana
39-41 units 1/2/3/4 Bank Street x2	Prunus Blireana
43 Bank Street	Prunus Blireana
45 Bank Street	Prunus Blireana
49 Bank Street x2	Prunus Blireana
53 Bank Street	Prunus Blireana
55 Bank Street	Prunus Blireana
57 units 1/2/3/4 Bank Street x2	Prunus Blireana
59 Bank Street	Prunus Blireana
63 units 1/2/3/4 Bank Street	Prunus Blireana
67 Bank Street	Prunus Blireana
71 Bank Street	Prunus Blireana
75 Bank Street	Prunus Blireana
79 Bank Street	Prunus Blireana
81 Bank Street	Prunus Blireana
85 Bank Street	Prunus Blireana
89 Bank Street	Prunus Blireana
208 Princes Street	Prunus Blireana
206 Princes Street	Prunus Blireana
204 Princes Street	Prunus Blireana
200 Princes Street	Prunus Blireana
198 Princes Street	Prunus Blireana
196 Princes Street	Prunus Blireana

194 Princes Street	Prunus Blireana
188 Princes Street	Prunus Blireana
180 Princes Street	Prunus Blireana
176 Princes Street	Prunus Blireana
174 Princes Street	Prunus Blireana
172 Princes Street	Prunus Blireana
170 Princes Street	Prunus Blireana
166 Princes Street	Prunus Blireana
Out front of Latrobe Regional Hospital Records Site Princes Street x4	Prunus Blireana
154 Princes Street (GMS Rehabilitation)	Prunus Blireana
? units 1/2/3/4 Prince Street	Prunus Blireana
2 Lafayette Street tree in Princes Street	Prunus Blireana
142 Princes Street	Prunus Blireana
140 Princes Street	Prunus Blireana
138 Princes Street	Prunus Blireana
130 Princes Street	Prunus Blireana
128 Princes Street	Prunus Blireana
126 Princes Street	Prunus Blireana
122 Princes Street	Prunus Blireana
108 Princes Street	Prunus Blireana
100 Princes Street	Prunus Blireana
Opp no:3 Washington Street x2	Lophostemon confertus
Opp no:19 Washington Street	Lophostemon confertus
Opp no:25 Washington Street	Lophostemon confertus
30 Washington Street	Lophostemon confertus
34 Washington Street	Lophostemon confertus
36 Washington Street	Lophostemon confertus
38 Washington Street	Lophostemon confertus
42 Washington Street	Lophostemon confertus
45 Washington Street	Prunus Blireana
46 Washington Street	Melaleuca styphelioides
48 Washington Street	Lophostemon confertus
52 Washington Street	Lophostemon confertus
58 Washington Street	Fraxinus angustifolia subsp 'angustifolia'
60 Washington Street	Lophostemon confertus
62 Washington Street	Fraxinus angustifolia subsp 'angustifolia'
64 Washington Street	Lophostemon confertus
66 Washington Street	Prunus Blireana
92 Henry Street tree in Washington Street x2	Lophostemon confertus
72 Washington Street	Lophostemon confertus
13 Neville Street tree in Washington Street	Fraxinus angustifolia subsp 'angustifolia'
13 Neville Street tree in Washington Street	Lophostemon confertus

14 Neville Street tree in Washington Street	Lophostemon confertus
151 Kay Street tree in Washington Street	Lophostemon confertus
8 Stagg Street	Lophostemon confertus
4 Stagg Street	Lophostemon confertus
2 Stagg Street	Lophostemon confertus
11 Coster Circle x2	Melaleuca linarifolia
10 Coster Circle x2	Melaleuca linarifolia
15 Coster Circle	Melaleuca linarifolia
19 Coster Circle	Melaleuca linarifolia
21 Coster Circle	Eucalyptus nichilli
14 Coster Circle x2	Melaleuca linarifolia
27 Coster Circle	Melaleuca linarifolia
16 Coster Circle	Melaleuca linarifolia
31 Coster Circle	Melaleuca linarifolia
18 Coster Circle	Melaleuca linarifolia
35 Coster Circle	Melaleuca linarifolia
37-39 Coster Circle	Melaleuca linarifolia
20 Coster Circle	Melaleuca linarifolia
43 Coster Circle	Melaleuca linarifolia
45 Coster Circle	Melaleuca linarifolia
22B Coster Circle	Melaleuca linarifolia
51 Coster Circle	Melaleuca linarifolia
22A Coster Circle	Melaleuca linarifolia
24 Coster Circle	Melaleuca linarifolia
22 Grubb Avenue	Melaleuca linarifolia
52 Grey Street	Prunus Blireana
54-56 Grey Street (Dental Clinic)	Prunus Blireana
63 Breed Street tree in Grey Street	Prunus Blireana
66 Grey Street	Prunus Blireana
68 Grey Street x2	Prunus Blireana
70 Grey Street	Prunus Blireana
72 Grey Street	Prunus Blireana
75 Grey Street	Prunus Blireana
87 Grey Street	Prunus Blireana
88 Grey Street	Prunus Blireana
89 Grey Street	Prunus Blireana
93 Grey Street	Prunus Blireana
96 Grey Street	Prunus Blireana
105 Grey Street	Prunus Blireana
107 Grey Street	Prunus Blireana
Out front of Anglican Church Grey Street x2	Prunus Blireana
108 Grey Street	Prunus Blireana
112 Grey Street	Prunus Blireana
121 Grey Street	Prunus Blireana
123 Grey Street	Prunus Blireana

120 Grey Street	Prunus Elvins
1 Brown Street tree in Grey Street	Prunus Blireana
122 Grey Street	Prunus Blireana
Back of VicRoads Office Grey Street x2	Prunus Blireana
2 Stockdale Road tree in Grey Street	Prunus Blireana
139 Grey Street	Prunus Blireana
1 Stockdale Road tree in Grey Street	Prunus Blireana
140 Grey Street	Prunus Elvins
142 Grey Street	Prunus Blireana
144 Grey Street	Prunus Blireana
163 Grey Street	Prunus Blireana
171 Grey Street	Prunus Blireana
175 Grey Street	Prunus Blireana
177 Grey Street	Prunus Blireana
179 Grey Street x2	Prunus Blireana
181 Grey Street	Prunus Blireana
185 Grey Street x2	Prunus Blireana
187 Grey Street x2	Prunus Blireana
189 Grey Street	Prunus Blireana
191 Grey Street	Prunus Blireana
193 Grey Street x2	Prunus Blireana
195 Grey Street x2	Prunus Blireana
201 Grey Street x2	Prunus Blireana
203 Grey Street x2	Prunus Blireana
205 Grey Street x2	Prunus Blireana
207 Grey Street	Prunus Blireana

MORWELL.

ADDRESS	SPECIES
23 Driffield Rd	Lagunaria patersonia
49 Avondale Rd tree in Driffield Rd	Lagunaria patersonia
38 Avondale Rd in Ryan St x3	Prunus Blireana
Ryan St outfront Latrobe Valley Bus Lines x2	Prunus Blireana
38 Commercial Rd in Ryan St	Prunus Blireana
17 Ryan St	Prunus Blireana
36 Avondale Rd in Ryan St x3	Prunus Blireana
2 Sinclair Ave	Prunus Blireana
1 Sinclair Ave x2	Prunus Blireana
3 Sinclair Ave	Prunus Blireana
5 Sinclair Ave	Prunus Blireana
15A Elgin St	Prunus Blireana
21 Elgin St	Prunus Blireana
31 unit1/2/3/4 Elgin St	Prunus Blireana
32 Elgin Street	Prunus Blireana

26 Hazelwood Rd tree in Elgin St	Prunus Blireana
43 Hazelwood Rd tree in Grandview Gr	Prunus Blireana
10 Grandview Gr	Prunus Blireana
7 Grandview Gr	Prunus Blireana
3 Grandview Gr	Prunus Blireana
2 Grandview Gr	Prunus Blireana
1A unit 2 Grandview Gr	Prunus Blireana
18A McLean St tree in Grandview Gr	Prunus Blireana
33 Wallace Street tree in Billingsley Crt	Prunus Blireana
1 Billingsley Crt x3	Prunus Blireana
2 Billingsley Crt	Prunus Blireana
3 Billingsley Crt	Prunus Blireana
4 Billingsley Crt	Prunus Blireana
6 Billingsley Crt	Prunus Blireana
7 Billingsley Crt	Prunus Blireana
8 Billingsley Crt	Prunus Blireana
9 Billingsley Crt	Prunus Blireana
11 Billingsley Crt	Prunus Blireana
12 Billingsley Crt	Prunus Blireana
19 Billingsley Crt	Prunus Blireana
20 Billingsley Crt	Prunus Blireana
14 Jane Street	Lagunaria patersonia
18 Latrobe Rd tree in Mary Street	Grevillea robusta
18 Latrobe Rd tree in Mary Street	Prunus Blireana
152 Mary St	Prunus Blireana
1 New St tree in Church St	Prunus Blireana
9 Victor St	Lophostemon confertus
11 Victor St	Lophostemon confertus
13 Victor St	Lophostemon confertus
15 Victor St	Lophostemon confertus
17 Victor St	Lophostemon confertus
58 Church St tree in Victor St	Lophostemon confertus
43 Hoyle St tree in Victor St	Lophostemon confertus
2 Vindon Ave	Prunus Blireana
4 Vindon Ave	Prunus Blireana
5 Vindon Ave	Prunus Blireana
8 Vindon Ave	Prunus Blireana
9 Vindon Ave	Prunus Blireana
20 McDonald St tree in Vindon Ave	Prunus Blireana
6 Booth St	Prunus Blireana
Booth Street out front of Council P/L	Prunus Blireana
8 Booth St	Prunus Blireana
12 Booth St	Prunus Blireana
16 Booth St	Prunus Blireana
7 Vincent Rd tree in Booth St x2	Prunus Blireana
14 Booth St	Prunus Blireana

20 Booth St	Prunus Blireana
22 Booth St	Prunus Blireana
19 Booth St	Prunus Blireana
Beside CFA Station tree in Spry St	Prunus Blireana
19 Spry St	Prunus Blireana
29 Spry St	Prunus Blireana
28 Spry St	Prunus Blireana
Spry St out front of Council P/L	Prunus Blireana
37 Spry St	Prunus Blireana
41 Spry St	Prunus Blireana
15 Vincent Rd tree in Spry St	Prunus Blireana
53 Vary Street tree in Dunbar Avenue x2	Lophostemon confertus
58 Dunbar Avenue	Lophostemon confertus
56 Dunbar Avenue	Lophostemon confertus
54 Dunbar Avenue	Lophostemon confertus
52 Dunbar Avenue	Lophostemon confertus
50 Dunbar Avenue	Lophostemon confertus
42 Dunbar Avenue	Lophostemon confertus
38 Dunbar Avenue	Lophostemon confertus
32 Dunbar Avenue	Lophostemon confertus
28 Dunbar Avenue	Lophostemon confertus
26 Dunbar Avenue	Lophostemon confertus
22 Dunbar Avenue	Lophostemon confertus
20 Dunbar Avenue	Lophostemon confertus
18 Dunbar Avenue	Lophostemon confertus
16 Dunbar Avenue	Lophostemon confertus
14 Dunbar Avenue	Lophostemon confertus
12 Dunbar Avenue	Lophostemon confertus
10 Dunbar Avenue	Lophostemon confertus
6 Dunbar Avenue	Lophostemon confertus
3 Dunbar Avenue	Lophostemon confertus
2 Sherrin Street	Prunus Blireana
4 Sherrin Street	Prunus Elvins
31 Butters Street tree in Sherrin Street	Prunus Elvins
30 Sherrin Street	Prunus Blireana
48 Wells Street tree in Sherrin Street	Prunus Blireana
3 Porter Street	Prunus Blireana
5 Porter Street	Prunus Blireana
7 Porter Street	Prunus Blireana
9 Porter Street	Prunus Blireana
4 Porter Street	Prunus Blireana
8 Porter Street	Prunus Blireana
10 Porter Street	Prunus Blireana
19 Porter Street	Prunus Blireana
14 Porter Street	Prunus Blireana
21 Porter Street	Prunus Blireana

20 Porter Street	Prunus Blireana
22 Porter Street	Prunus Blireana
29 Porter Street	Prunus Blireana
28 Porter Street	Prunus Blireana
35 Porter Street	Prunus Blireana
45 Porter Street	Prunus Blireana
40 Porter Street	Prunus Blireana
47 Porter Street	Prunus Blireana
42 Porter Street	Prunus Blireana
49 Porter Street	Prunus Blireana
51 Porter Street	Prunus Blireana
52 Porter Street	Prunus Blireana
59 Porter Street	Prunus Blireana
61 Porter Street	Prunus Blireana
63 Porter Street	Prunus Blireana
128 Vary Street tree in O'Grady Street	Prunus Blireana
4 O'Grady Street	Prunus Blireana
8 O'Grady Street	Prunus Blireana
2 Turnley Street	Prunus Blireana
11 Turnley Street	Prunus Blireana
Hourigan Road out front of Morwell Park Primary School x3	Prunus Blireana

MOE/NEWBOROUGH.

ADDRESS	SPECIES
20 Railway Crescent	Prunus Blireana
14 Railway Crescent	Prunus Blireana
10 Railway Crescent	Prunus Blireana
25 Railway Crescent	Prunus Blireana
6 Railway Crescent	Prunus Blireana
4 Railway Crescent	Prunus Blireana
13 Railway Crescent	Prunus Blireana
7 Railway Crescent	Prunus Blireana
13A High Street tree in Francis Street	Prunus Blireana
1 Francis Street	Prunus Blireana
6 Francis Street	Prunus Blireana
9 Francis Street	Prunus Blireana
10 Francis Street	Prunus Blireana
13 units 1/2/3/4/5 Francis Street	Prunus Blireana
1 Reservoir Road tree in Francis Street	Prunus Blireana
? unit 1 Wirraway Street tree in Vale Street x2	Prunus Blireana
? unit 2 Wirraway Street tree in Vale	Prunus Blireana

Street	
Vale Street out front of old school	Prunus Blireana
49 Vale Street	Prunus Blireana
51 Vale Street	Prunus Blireana
66 Vale Street	Prunus Blireana
53 Vale Street	Prunus Blireana
70 Vale Street	Prunus Blireana
55 Vale Street	Prunus Blireana
57 Vale Street	Prunus Blireana
74 Vale Street	Prunus Blireana
59 Vale Street	Prunus Blireana
78 Vale Street	Prunus Blireana
65 Vale Street	Prunus Blireana
84 Vale Street	Prunus Blireana
69 Vale Street	Prunus Blireana
86 Vale Street	Prunus Blireana
Beside old Service Station in Kingsford Street	Prunus Blireana
Beside Church in Kingsford Street	Prunus Blireana
61 Langford Street tree in Kingsford Street	Prunus Blireana
4 Kingsford Street	Prunus Blireana
3 units 1/2/3/4 Kingsford Street	Prunus Blireana
Kingsford Street out front of Council P/L	Prunus Blireana
23 units 1/2/3 Kingsford Street	Prunus Blireana
17 Kingsford Street tree in Parer Avenue	Prunus Blireana
27 Parer Avenue	Prunus Blireana
23 Parer Avenue	Prunus Blireana
19 Parer Avenue	Prunus Blireana
17 Parer Avenue	Prunus Blireana
18 Parer Avenue x2	Prunus Blireana
16 Parer Avenue	Prunus Blireana
13 Parer Avenue	Prunus Elvins
8 Parer Avenue	Prunus Blireana
64 Langford Street tree in Parer Avenue	Prunus Blireana
2 Parer Avenue	Prunus Blireana
Back of Ambulance Station trees in Parer Avenue x2	Prunus Blireana
55 Langfords Street tree in Parer Avenue	Prunus Blireana
53 Langford Street tree in Parer Avenue	Prunus Blireana
10 Kingsford Street tree in Hawker Street	Prunus Blireana
1 Hawker Street	Prunus Blireana
8 Hawker Street	Prunus Elvins

10 Hawker Street	Prunus Blireana
1 Hinkers Street tree in Hawker Street	Prunus Elvins
20 Hawker Street	Prunus Elvins
9 Hawker Street	Prunus Blireana
22 A&B Hawker Street	Prunus Blireana
11 Wirraway Street tree in Hawker Street	Prunus Blireana
30 Hawker Street	Prunus Blireana
19 Hawker Street	Prunus Elvins
36 Hawker Street	Prunus Blireana
40 Hawker Street	Prunus Blireana
27 Hawker Street	Prunus Blireana
42A Hawker Street	Prunus Elvins
42 Hawker Street	
42B Hawker Street	Prunus Elvins
Hawker Street out front of Council P/L x2	Prunus Elvins
11 Truscott Road tree in Hawker Street x3	Prunus Blireana, Prunus Elvins x2
9 Truscott Road tree in Hawker Street	Prunus Elvins
11 Brendan Street tree in Roberts Street	Prunus Blireana
10 Rubery Street tree in Barry Street x2	Prunus Blireana
4 Barry Street	Prunus Blireana
8 Barry Street	Prunus Blireana
3 Barry Street	Prunus Blireana
3 Roberts Street tree in Barry Street	Prunus Blireana
Lloyd Street out front of Moe Court House x3	Prunus Blireana
Lloyd Street out front of Old Service Station x2	Prunus Blireana
Lloyd Street out front of Old Service Station (Moe Automobiles) x2	Prunus Blireana
95 Lloyd Street	Prunus Blireana
97 Lloyd Street	Prunus Blireana
99 Lloyd Street	Prunus Blireana
Lloyd Street out front of Catholic Church x2	Prunus Blireana
Lloyd Street out front of Catholic School x2	Prunus Blireana
113 Lloyd Street	Prunus Blireana
117 Lloyd Street	Prunus Blireana
123 Lloyd Street	Prunus Blireana
129 Lloyd Street	Prunus Blireana
133 Lloyd Street	Prunus Blireana
137 Lloyd Street	Prunus Blireana
Lloyd Street out front of Council P/L	Prunus Blireana

x4	
145 Lloyd Street	Prunus Blireana
151 Lloyd Street x2	Prunus Blireana
155 Lloyd Street	Prunus Blireana
175 Lloyd Street	Prunus Blireana
179 Lloyd Street	Prunus Blireana
191 Lloyd Street	Prunus Blireana
7 units 1/2/3/4 Trentham Street tree in Peer Street	Prunus Blireana
19 Peer Street	Eucalyptus Species
15 Peer Street	Eucalyptus Species
16 Peer Street	Peer Street
12 Peer Street	Peer Street
8 Peer Street	Peer Street
12 Sterling Street tree in Peer Street	Peer Street
8 Andrew Street	Prunus Blireana
9 King Street	Prunus Elvins
16 Henry Street	Prunus Blireana
21 Henry Street	Prunus Blireana
4 Henry Street	Prunus Elvins
3 unit 2 Henry Street	Prunus Blireana
16 Margaret Street tree in Queens Street	Lophostemon confertus
51 Queens Street	Lophostemon confertus
47 Queens Street	Lophostemon confertus
45 Queens Street	Lophostemon confertus
43 Queens Street	Lophostemon confertus
41 Queens Street	Lophostemon confertus
39 Queens Street	Lophostemon confertus
37 Queens Street	Lophostemon confertus
35 Queens Street	Lophostemon confertus
33 Queens Street	Lophostemon confertus
31 Queens Street	Lophostemon confertus
29 Queens Street	Fraxinus angustifolia subsp 'angustifolia'
27 Queens Street	Lophostemon confertus
25 Queens Street	Lophostemon confertus
27 Elizabeth Street tree in Queens Street x2	Lophostemon confertus
23 Queens Street	Eucalyptus ficiflora
17 Queens Street	Lophostemon confertus
13 Queens Street	Lophostemon confertus
11 Queens Street	Lophostemon confertus
9 Queens Street	Lophostemon confertus
3 Queens Street	Lophostemon confertus
105 Services Road South trees in Queens Street x2	Lophostemon confertus and Eucalyptus ficiflora
5 Charles Street	Prunus Blireana

9 Charles Street	Prunus species
13 Charles Street	Prunus Elvins
17 Charles Street	Prunus Blireana
27 Queens Street tree in Charles Street	Prunus Blireana
7 Margaret Street	Prunus Elvins
? Windsor Avenue tree in Margaret Street	Prunus Blireana
Margaret Street out front of Council P/L	Prunus Blireana
14 Margaret Street	Prunus Elvins
33 Margaret Street	Prunus Elvins
32 Margaret Street	Prunus Elvins
51 Margaret Street	Prunus Elvins
57 Margaret Street	Prunus Elvins
56 Margaret Street	Prunus Blireana
29 King Street tree in Margaret Street	Prunus Blireana
22 Libra Crescent	Prunus Blireana
16 Libra Crescent	Prunus Blireana
12 unit 1 Libra Crescent	Prunus Blireana
8 Libra Crescent	Prunus Blireana
1 unit 1 Libra Crescent	Prunus Blireana
58 Hampton Street	Prunus Blireana
314 Old Sale Road tree in Chamberlain Road	Prunus Blireana
101 Chamberlain Road	Prunus Blireana
99 Chamberlain Road	Prunus Blireana
97 Chamberlain Road	Prunus Blireana
95 Chamberlain Road	Prunus Blireana
84 units 1/2/3/4 Chamberlain Road	Prunus Blireana
82 Chamberlain Road	Prunus Blireana
91 Chamberlain Road	Prunus Blireana
89 Chamberlain Road	Prunus Blireana
78 Chamberlain Road	Prunus Blireana
83 Chamberlain Road	Prunus Blireana
72 Chamberlain Road	Prunus Blireana
71 Chamberlain Road	Prunus Blireana
66 Chamberlain Road	Prunus Blireana
62 Chamberlain Road	Prunus Blireana
67 Chamberlain Road	Prunus Blireana
60 Chamberlain Road	Prunus Elvins
55 Chamberlain Road	Prunus Blireana
46B Chamberlain Road	Prunus Blireana
46A Chamberlain Road	Prunus Blireana
51A Chamberlain Road	Prunus Blireana
51 Chamberlain Road	Prunus Blireana
40 Chamberlain Road	Prunus Blireana
45 Chamberlain Road	Prunus Blireana

38 Chamberlain Road	Prunus Elvins
41 Chamberlain Road	Prunus Blireana
28 Chamberlain Road	Prunus Blireana
33 Chamberlain Road	Prunus Blireana
31 Chamberlain Road	Prunus Blireana
22 Chamberlain Road	Prunus Blireana
27 Chamberlain Road	Prunus Blireana
16 Chamberlain Road	Prunus Blireana
21 Chamberlain Road	Prunus Blireana
19 Chamberlain Road	Prunus Elvins
15 Chamberlain Road	Prunus Blireana
12 Chamberlain Road	Prunus Elvins
10 Chamberlain Road	Prunus Elvins
9 Chamberlain Road	Prunus Blireana
5 Chamberlain Road	Prunus Elvins
3 Chamberlain Road	Prunus Blireana
16 Boolarra Avenue	Cinnamomum camphora
20 Boolarra Avenue	Cinnamomum camphora
42 Boolarra Avenue	Cinnamomum camphora
46 Boolarra Avenue	Cinnamomum camphora
54 Boolarra Avenue	Cinnamomum camphora
58 Boolarra Avenue	Cinnamomum camphora
21 Koornalla Street tree in Boolarra Avenue	Cinnamomum camphora
62 Boolarra Avenue	Cinnamomum camphora
66 Boolarra Avenue	Cinnamomum camphora
10 Leith Street tree in William Street	Liquidamber styraciflua
2 William Street	Liquidamber styraciflua
6 William Street	Liquidamber styraciflua
12 William Street	Liquidamber styraciflua
22 William Street	Liquidamber styraciflua
24 William Street	Liquidamber styraciflua
27 William Street	Liquidamber styraciflua
109 Torres Street tree in William Street x2	Liquidamber styraciflua

I.S.T.R.R.P 2013-2014**Glossary of trees**

Tree to be removed	Common Name
<i>Cinnamomum camphora</i>	Camphor Laurel
<i>Eucalyptus ficifolia</i>	Flowering Gum
<i>Eucalyptus</i> species	Gum Tree
<i>Eucalyptus nicholli</i>	Peppermint Gum
<i>Fraxinus angustifolia</i> subsp ' <i>angustifolia</i> '	Desert Ash
<i>Grevillea robusta</i>	Silky Oak
<i>Lagunaria patersonia</i>	Pyramid Tree
<i>Liquidamber styraciflua</i>	Sweet Gum
<i>Lophostemon confertus</i>	Queensland Box
<i>Melaleuca linarifolia</i>	Snow In Summer Paperbark
<i>Melaleuca styphelioides</i>	Prickly Paperbark
<i>Prunus Blireana</i>	Flowering Plum
<i>Prunus Elvins</i>	Flowering Plum
<i>Prunus</i> species	Flowering Plum

Replacement tree offered	Common Name
<i>Acer buergerianum</i>	Trident Maple
<i>Acer platanoides</i> 'Globosum'	Maple
<i>Acer rubrum</i>	Canadian Maple
<i>Acer rubrum</i> 'Autumn Blaze'	Canadian Maple
<i>Acer rubrum</i> 'Fairview Flame'	Canadian Maple
<i>Acer rubrum</i> 'Brandy Wine'	Canadian Maple
<i>Agonis flexuosa</i> 'After Dark'	Willow Myrtle
<i>Brachychiton populaneus</i>	Kurrajong
<i>Callistemon</i> 'Kings Park Special'	Bottlebrush
<i>Callistemon salignus</i>	Pink Tip Bottlebrush
<i>Eucalyptus lehmannii</i>	Mallee Bushy Yate
<i>Lagerstroemia indica</i> x <i>L. fauriei</i> 'Lipan'	Crepe Myrtle
<i>Lagerstroemia indica</i> x <i>L. fauriei</i> 'Natchez'	Crepe Myrtle
<i>Lagerstroemia indica</i> x <i>L. fauriei</i> 'Sioux'	Crepe Myrtle
<i>Leptospermum pattersonii</i>	Lemon scented Tea Tree
<i>Magnolia grandiflora</i> 'Little Gem'	Little Gem Magnolia
<i>Malus spectabilis</i> 'Plena'	Crab Apple
<i>Prunus</i> 'Kanzan'	Flowering Cherry
<i>Prunus serrulata</i> 'Mt Fuji'	Flowering Cherry
<i>Pyrus ussuriensis</i>	Manchurian Pear
<i>Tristanopsis laurina</i>	Water Gum

**14.3 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, Culture &
Community Infrastructure**

For Decision

PURPOSE

The purpose of this report is to present a petition to Council requesting the proposed removal of 15 Spotted Gum trees in Fowler Street 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

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 four) on 9 October 2013 requesting the removal of the other 15 Spotted Gum Trees (see attachments one, two and three) 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.

ISSUES

In line with the Tree Work Notification Policy, Council's arborist has inspected the gum trees and 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 has 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 full 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. They feel unsafe in times of inclement weather.

It is proposed that the attached petition be laid on the table as is normal practice with petitions.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

Should Council decide to approve the removal of the trees they will be replaced with a suitable species in the Winter of 2014.

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 recurrent budget.

INTERNAL/EXTERNAL CONSULTATION*Engagement Method Used:*

Council has not engaged in consultation with the residents of Fowler Street Moe and any other community groups in Moe.

Council will therefore need to engage in a consultation process with all the residents of Fowler street, Moe and possibly with the broader local community, if the tree removals are to proceed.

OPTIONS

1. Lay the petition on the table for the requisite time and seek community feedback on the proposed removals with a further report to be presented to Council.
2. Not lay the petition on the table and remove the 15 Spotted Gum trees in Fowler Street Moe notifying the head petitioner, Fowler Street residents and the community of its intention to do so.
3. Take no action in regards to the 15 Gum trees in Fowler Street Moe and inform the head petitioner and Fowler street residents of this.

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 has been a petition received requesting the removal of these trees, not all residents in Fowler Street have signed the petition and it is difficult to determine the exact level of support for the proposed removal. It is therefore appropriate that wider consultation is undertaken and a further report provided to Council.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

1. Attachment 1
2. Attachment 2
3. Attachment 3
4. Attachment 4

RECOMMENDATION

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.

14.3

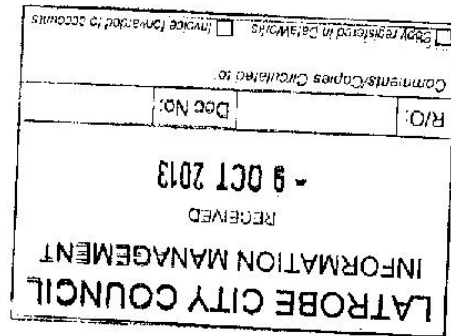
Presentation of Petition for the Proposed Removal of 15 Corymbia Maculata Spotted Gum Street Trees growing in Nature Strips in Fowler Street, Moe

1	ATTACHMENT 1.....	333
2	ATTACHMENT 2.....	335
3	ATTACHMENT 3.....	337
4	ATTACHMENT 4.....	339









C.E.O. Tree
Maintaince, 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 to 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 WEBBER	93 FOWLER STREET	2-10-13	<i>M Webber</i>
MARILYN OWEN	87 FOWLER ST	2-10-13	<i>M 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>
Greta Wilkenberg	6 Amor CRT NEWBEROUGHT.	7/10/13	<i>G Wilkenberg</i>

COMMUNITY LIVEABILITY

15. COMMUNITY LIVEABILITY

Nil reports

GOVERNANCE

16. GOVERNANCE

**16.1 TRANSFER JOINT VENTURE PROPERTY - CORNER ALBERT
AND ANZAC STREETS MOE, AND POSSIBLE EXCHANGE OF
LAND WALKER PARADE CHURCHILL.**

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to consider the potential transfer of the joint venture unit development property at the corner Albert and Anzac Street Moe to the Department of Human Services in exchange for the transfer of Department of Human Services land at Walker Parade Churchill.

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 3: Efficient, effective and accountable governance

Theme 4: Advocacy for and consultation with our community

Strategic Direction –

To achieve the highest standards of financial probity and meet all statutory obligations.

Work in partnership with all levels of government to ensure Latrobe City is well supported, resourced and recognised as one of Victoria's four major cities.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)***Local Government Act 1989*

Section 190 of the *Local Government Act 1989* empowers Council to transfer or exchange land with the Crown or a Minister of the Government without giving public notice and considering any submissions received:

- (1) A Council's powers to transfer, exchange or lease any land include the power to do so with or without consideration to—
 - (a) the Crown; or
 - (b) a Minister; or
 - (c) any public body; or
 - (d) the trustees appointed under any Act to be held on trust for public or municipal purposes; or
 - (e) a public hospital within the meaning of the **Health Services Act 1988** or other hospital carried on by an association or society otherwise than for profit or gain to the members of the association or society.
- (2) Any transfer, exchange or lease under this section is valid in law and equity.
- (3) Sections 189 and 190 do not apply to any transfer, exchange or lease under this section.

Policy – Public Open Space Policy 11 POL-4

- In planning, maintaining and developing public open space the Council will:
- Provide public open space that demonstrates reasonable and responsible levels of safety, accessibility and availability for general public use in appropriate locations.
- Provide a comprehensive public open space system to serve the present and anticipated needs of residents and visitors to the municipality.
- Provide a proactive and strategic response to planning and management of public open space in line with the principles of the 'Healthy by Design' guidelines.
- Provide and advocate for the development of the highest quality of public open space within the resources available (both capital and recurrent maintenance), at each level, taking into account the purpose/s for which the asset has been planned or developed.
- Maximise usage of public open space in an effort to optimise community investment and to efficiently maintain our assets.
- Provide protection for and integration of flood plains and major watercourses with other public open space venues and facilities.
- Ensure the conservation of important areas of native flora and fauna, sites or features (including trees, landscape, buildings or structures) that are of environmental, historical, cultural or scenic significance.

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

- Consider the implications of Native Title in the planning of public open space usage.
- Promote an appreciation of outdoor recreation and the value of parklands.
- Involve the community in planning, management and the usage of public open space.

Public Open Space Strategy 2013

- The vision for this strategy states that *Latrobe City will plan, provide and manage a diverse range of attractive, appealing and sustainable public open space facilities that are welcoming, accessible, and enhance the character of individual townships or neighbourhoods.*
- *Latrobe City Playground Strategy 2006 & Playground Improve Plan 2011-2016*
- The strategy established the key principles for the provision of playgrounds at the regional, district and local levels across the municipality.

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

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

It is Council's position that the sale of Council owned property will be via public auction unless circumstances exist that justify an alternative method of sale. In this instance it is proposed Council exchange land with the Director of Housing.

All sale, exchange and transfer of Council owned land shall be consistent with the *Local Government Best Practice Guidelines for the Sale, Exchange & Transfer of Land* prepared by the Department of Planning and Community Development.

BACKGROUND

An exchange of land between Council and the Department of Human Services has recently become a possibility. The details are briefly summarised below:

- Following a submission from the Plan Our Park Action Committee (Walker Parade Churchill) in November 2009 Council has endeavoured to obtain ownership or secure a long term lease of the Department of Human Services land at Walker Parade Churchill, refer attachment 1.
- In March 2013, the Department of Human Services requested Council give favourable consideration to transferring three parcels of Council owned land at the corner of Albert and Anzac Street Moe. Council currently leases this land to the Department of Human Services and has entered into a joint venture development

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

agreement with the Department and the Trustees of the RSL War Veterans' Home Trust of Victoria. The agreement has resulted in a 16 Elderly Person Unit development being constructed on Council's land. Refer attachment 2

- Following receipt of the Department of Human Services request, Council officers indicated to the Department of Human Services that Council may be amenable to exchange the Council land in Moe for the Departments land in Churchill.

More specific details relating to the respective parcels of land and current developments are provided below.

Potential acquisition of land in Walker Parade, Churchill from the Department of Human Services.

The Director of Housing is the registered proprietor of Lot 1 (2 pieces) on Title Plan TP 760589E. This lot has a total area of 8,702 square metres and is described in Certificate of Title Volume 8622 Folio 118, refer attachment 3. This two part lot is separated by a parcel of Council owned land, described as Lot 1 on TP 99283 having an area of 2909 square metres (attachment 4). This Council owned lot was purchased by the former Shire of Morwell for \$1 in 1982 from the then Housing Commission. It is believed that the land was acquired to provide a pedestrian link between the Churchill shopping centre and linear parks to the north.

The Director of Housing's land (Lot 1 on Title Plan TP 760589E, refer attachment 1) also adjoins another parcel of Council owned land, described as Lot B on TP 99283Q (formerly LP 72657). This additional parcel of Council land is a long and narrow lot that abuts Canterbury Way, McDonald Way, Monash Way (formerly Alexandra Boulevard), and Walker Parade, refer attachment 5.

All above parcels of land (Director of Housing and Council lots) are collectively utilised as a large passive public open space area.

At the Ordinary Council meeting held 2 November 2009, a proposal from the (Walker Parade) Plan Our Park Action Committee (POPAC) was presented to Council. This proposal and accompanying submission requested Council acquire and develop a community amenity space in Walker Parade, Churchill.

Council subsequently resolved:

"That Council formally seek the views of the Churchill and District Community Association in respect of this proposal."

In response to the above Council resolution, the Churchill and District Community Association wrote to Council in June 2010 to advise that *"It was resolved that in response to holding a public meeting for the POPAC proposal for Walker Parade Park, CDCA notes the meeting's overwhelming support for the project; Therefore CDCA urges Council that the proposal is worthy of further consideration."*

Council considered this advice and at the Ordinary Council meeting held 2 August 2010 and resolved:

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

“That Council write to the relevant State Government Minister seeking protection of the parcel of land in Walker Parade Churchill, for the purpose of continuing use as a park into the future.”

In March 2011, the Mayor wrote to the Minister of Housing. The Minister responded on the 9 June 2011 and advised that the parcel of land in Walker Parade is considered surplus to the needs of the Office of Housing.

The Minister further advised that the preferred option would be for Council to purchase the land at the Valuer General's valuation. The Minister also stated that it was understood that the possible purchase of the land had been discussed with Council and Department Officers and if the purchase of the land was not viable due to budget constraints, an alternative option was a land swap. The Minister acknowledged that no suitable Council land had been identified.

The Minister further advised that in the event that the purchase of the land or land swap was not possible, it was preferable to formalise Council's occupancy of the land by way of a lease agreement to protect the interests of both parties.

Following receipt of the Minister's advice, officers wrote to the Department of Human Services requesting a long term lease agreement to ensure the continued use of the land as public open space.

In May 2012, a draft lease agreement (attachment 4) was received from the Department of Human Services. A copy of this document was presented to Councillors on the 28 May 2012.

The proposed lease offered a three year term, with the option of two further three year terms at an initial rental of \$8,800 per annum plus GST.

The lease agreement also allowed for the annual rental to be increased in accordance with the Consumer Price Index and market rental reviews at the commencement of each further term.

Following further representation by the Mayor on the 6 July 2012 to the Minister for Housing, Council received advice from the Department of Human Services that the lease proposal had been reassessed and the only discounted rent that could apply is the rent for 'Community Facilities leases'. Whilst public open space use of the land did not fit into the above category, given the land management history and communities' concern, the Department advised it was prepared to apply the same discount rent, being 25% of the market rental, provided the proposed lease terms and conditions remained the same.

The effect of the 25% discount reduced the Valuer General's rental valuation of \$8,800 by \$2,200 to \$6,600 per annum plus GST and index annually.

Transfer of Joint Venture Unit Development Property, corner Albert and Anzac Streets Moe

On the 29 September 1997, Council entered into a general agreement with the Director of Housing and Trustees of the RSL War Veterans' Home

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

Trust of Victoria together with a separate lease agreement with the Director of Housing.

These agreements committed the respective parties to cooperate in the development of 16 Elderly Persons Units ("the Units") at the corner of Albert and Anzac Streets, Moe.

A summary of the key terms and conditions of the two agreements is provided below:

Financial Contributions-

- Latrobe City Council as registered proprietor provides three parcels of land at the corner of Albert and Anzac Streets, Moe described in Certificates of Title Volume 10043 Folio 252, Volume 10043 Folio 253, Volume 10043 Folio 254 ("Council land") for the development.
- The Director of Housing ("the Director") and the Trustees for the RSL War Veterans' Home ("the Trustees") each contribute half the cost towards the construction of the 16 Units,
- Annual Rental payable to Council: \$10 per annum payable upon demand,
- Agreement Term: 50 years with an option to extend the lease for a further 50 years;
- The Director assumes all contractual and project management responsibility for the construction of the Units;
- The Director to repair and maintain the Units;

Management and Control –

- At the expiration of the agreement term, the Council shall offer to transfer the land and Units to the Director for nil consideration and free from any obligation as landowner.
- In the event the Director does not exercise the above option, the Council shall then offer to transfer the land and Units to the Trustees for nil consideration and free from any obligation as landowner.

Current developments.

In March 2013, the Department of Human Services advised that the Trustees of the RSL War Veterans' Home Trust have reviewed the services it offers to veterans and their families. As such, all agreements between the Director of Housing and the Trustees have been reviewed and in this instance the Trustees are keen to end its involvement in the Moe property. To allow the Trustees to sever these ties in the Moe unit development property with Council and the Director, the Department has requested Council surrender the current agreement and lease and transfer the land into the Departments ownership. Refer attachment 6 for a copy of the Departments request and copy of the respective agreement and lease documents.

ISSUES

To allow the Trustees of the RSL War Veterans' Home Trust to sever ties with Council and the Department of Human Services (refer attachment 6), The Department essentially requires the early surrender of the existing agreement and lease (currently 84 years remaining on both) and transfer of the Council land to the Department.

With the surrender of agreements, the Department of Human Services becomes solely responsible for the ongoing delivery of accommodation services.

Following the Departments approach, Council Officers requested the Department consider the exchange of Council land in Moe for the Department's land in Churchill.

In response, the Department advised it was prepared to investigate this exchange of land proposal and engaged the Valuer General to assess both sites (Churchill and Moe).

The Department qualified the potential exchange of respective parcels of land as being subject to the Director of Housing approval and sign off of the relevant documentation.

Walker Parade - Plan Our Park Action Committee Proposal

- The Plan Our Park Action Committee proposal identified the following items as desirable improvements for the proposed Walker Park:
 - Trimming and shaping current trees;
 - Additional native tree plantings;
 - Park benches;
 - Electrical power outlet;
 - Drinking water supply;
 - Picnic tables;
 - Shelter, BBQ and rubbish bins;
 - Public toilet.
- The Plan Our Park Action Committee vision for the development of community amenity space presents a number of issues for consideration, including:
 - Public open space provision;
 - Playground provision;
 - Development of the Churchill town centre.

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The Latrobe City Public Open Strategy 2013 reaffirms the Latrobe City Open Space Plan 2007 that established the following provision and distribution levels for public open space in residential areas:

- Local - The majority of houses in residential areas should have access to a minimum of 0.5 hectares of public open space within a 500 metre radius.
- District - The majority of houses in residential areas should have access to district level public open space within a 3 km radius.
- Regional - Each town with a population of over 5,000 should have regional level public open space within the township boundaries.
- When comparing these provision levels with the distribution of open space within Churchill the following observations can be made:
 - Within 500 metres of the proposed Walker Parade Park there are smaller areas of local open space provided in White Parade and along the length of Monash Way.
 - Within 500 metres of the proposed Walker Parade Park there are two major areas of local level open space, Watson Park (2.8 hectares) and Walkley Park (7.6 hectares); and
 - The proposed Walker Parade Park is within one kilometre of the district level open spaces provided at Gaskin Park, Glendonald Park and Mathison Park.

An analysis of the current public open space provision levels for Churchill identified in the Public Open Space Strategy 2013 reveals:

- Parkland – General Use reserves account for the majority of open space provision in Churchill (i.e. 57% of all sites and 44.4% of total area provided).
- Sports open space accounts for 11% of all sites and contributes over one third of total hectares available (35.8%).
- Churchill has a high proportion of Linear Link reserves (i.e. 16% compared to the City average of 10.6%), however these account for only 4.5% of total hectares available in Churchill, compared to 6.5% in the City as a whole.
- Churchill only has 2 Conservation and Environment open space reserves, which contribute 4.7% of the total hectares available. This is significantly lower than the average for the City as a whole (i.e. 14.3%).

The current supply of public open space provided within Churchill is adequate both in proximity to Walker Parade and across the township. Therefore based on the provision levels of Public Open Space Strategy 2013 there is little justification to acquire the DHS land for use as open space.

The Latrobe City Playground Strategy (June 2006) established as a key principle that local level playgrounds have a catchment area of

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

approximately 500 metres. The strategy reviewed each playground site and identified if the site would remain as a playground site until 2021.

The Walker Parade playground equipment is classified in the Latrobe City Playground Strategy as a local level playground which is not to be replaced at the end of its useful lifespan in 2021. The playground sites within the larger Walker and Watson Parks were considered to be more accessible to the surrounding residents and are identified as long term playground sites.

Since 2007 Latrobe City Council has provided significant commitment towards reinvigorating the Churchill Town Centre through the development of the Churchill Town Centre Plan. The implementation of this plan, in conjunction with private development, will result in a significant upgrade to the commercial precinct. A key feature of the redeveloped precinct is creating community space and a link from the commercial centre through to the University.

The proposed Walker Parade site is currently maintained and utilised as public open space providing an important link from the residential areas on the western side of Monash Way to the town centre and adjacent open space. It is assumed that Council undertook maintenance of the grassed DHS land due to its proximity to the shopping centre and also being in a prominent location.

The Plan Our Park Action Committee has requested that DHS hand over the land to the community, through Council, to permanently reserve the land as public open space.

Council does not have any plans or budget allocation to develop the Walker Parade open space site.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014. No significant risks have been identified.

The current/future financial implications are:

1. Council has maintained the land at Walker Parade for at least twenty years and it has been estimated that it currently costs approximately \$4,200 per annum to do so.
2. The Department of Human Services has offered to lease the Churchill land at the discount rental of \$6,600 per annum + GST, indexed annually by CPI, with an annual rental review every three years, or alternatively
3. Based on figures provided by the Department, there is a net difference of \$20,000 in the value of respective parcels of land. The Department has assessed the value for the Moe land at \$415,000 and the Churchill land is valued at \$435,000. The Department expects Council also contributes \$20,000 to the Director to make up the short fall and effect the transfer and termination of both the agreement and lease.
4. If Council is prepared to pay the \$20,000 difference in land value, this could be referred to the Mid-Year Budget Review for consideration or

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

funds offset from the sale of other Council property. Alternatively Council could suggest that the Department waive the \$20,000 due to annual land maintenance incurred over the past 20+ years.

As advised in the 2 August 2010 Council Report, the proposed development of facilities and amenities identified in the Plan Our Park Committee proposal was estimated to require funding up to \$200,000 (based on the Plan Our Park Action Committee estimates). As stated above, Council does not have any plans or funds allocated to develop the Walker Parade open space site.

Legally, Council should not undertake any improvements on the land unless Council acquires the land or secures a lease.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Council has had communications with:

The Plan Our Park Action Committee (Walker Parade),

The Churchill and District Community Association,

Discussions with the Local Member of Parliament for Morwell,

The Minister of Housing, and

Department of Human Services.

Details of Community Consultation / Results of Engagement:

The Plan Our Park Action Committee (Walker Parade) presented a submission requesting Council acquire and develop a community amenity space in Walker Parade, Churchill.

The Churchill and District Community Association, following overwhelming support for the project at a public meeting, advised Council that the proposal is worthy of further consideration.

OPTIONS

Council has the following options:

1. Agree to the early surrender of the current agreement and lease with the Director of Housing for the Moe land in exchange for the Churchill land and offer a cash contribution of \$20,000 (or request a waiver of the amount or offer part thereof), or
2. Lease the Churchill land at a discount rental of \$6,600 per annum + GST, indexed annually by CPI, with an annual rental review every three years, or
3. Offer to enter into a lease, provided the Director of Housing is prepared to waive all or part of the annual rental in lieu of ongoing costs incurred by Council for maintaining the land.
4. Refer the purchase of the Churchill land to a future annual budget process. The Valuer General currently values the land at \$435,000 plus GST, or

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

5. Continue to maintain the Walker Parade land without ownership or formal occupancy agreement in place. This would prevent Council from undertaking any future development of the land, or
6. Agree to the early surrender of the current agreement and lease with the Director of Housing for the Moe land and not pursue the acquisition or lease of the Churchill land, or
7. Decline the early transfer of land of the Moe land to the Director of Housing. This would necessitate Council and the Director of Housing revising the current agreement to reflect the departure of the Trustees of the RSL War Veterans' Home Trust of Victoria. In this event, Council will still be required to transfer the land to the Director of Housing for nil consideration at the conclusion of the current agreement.

CONCLUSION

To allow the Trustees of the RSL War Veterans' Home Trust of Victoria sever its association with the joint venture unit development property at the corner of Albert and Anzac Streets Moe, the Department of Human Services is requesting Council consent to the early surrender (i.e. 84 years remaining) of the current agreement and lease of this Council land. This would result in the Department becoming owner of the unit development and being solely responsible for the delivery of accommodation services.

Council has been endeavouring to acquire or secure long term occupancy from the Department of Human Services land it owns at Walker Parade Churchill.

The request from the Department of Human Services to surrender the current agreement and lease of the Council owned land in Moe presents an opportunity to acquire land at Walker Parade Churchill at a reduced cash contribution. This is considered a win for both parties, Council is legally obligated to transfer the Moe land to the Director of Housing at the expiration of the current agreement and lease in 84 years' time for nil consideration. Whereas with the current exchange of land proposal, Council becomes the registered owner of the Walker Parade land in lieu of Moe land.

Indications are that the Department of Human Services is agreeable to this proposal subject to the Director of Housing approval and sign off of the relevant documentation.

An exchange of land between Council and the Department of Human Services is possible in accordance with the Local Government Act 1989 and the Local Government Best Practice Guidelines for the Sale, Exchange & Transfer of Land prepared by the Department of Planning and Community Development.

The proposed acquisition and development of the Department of Human Services owned land in Walker Parade Churchill lacks the strategic policy support from the adopted Latrobe City Public Open Space Strategy and Playground Strategy. Council's acquisition of the land does not compel Council to develop the land beyond its current level of public open space.

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

The Department of Human Services has stated that the Walker Parade parcel of land is surplus to its current needs, however the potential exists that the land could be identified in the future as a development site for residential purposes, or sold for private development.

It is noted that the cash contribution of \$20,000 requested by the Department of Human Service is almost the equivalent of the first three years annual rental of \$6,600 p.a.

Council currently maintains the Department of Human Services land at a cost of \$4,200 per annum, to which the Department of Human Services have not contributed for the past 20 years.

Attachments

1. Locality Plan & Land Ownership Plan - Walker Parade, Churchill
2. Locality Plan - Dhs Units Cnr Albert & Anzac Streets Moe
3. Title Plan Tp 760589e - Department Of Human Services Land
4. Title Plan Tp 99283q - Latrobe City Council Land
5. Title Plan Tp 480402k - Latrobe City Council Land
6. Department Human Services - Request To Surrender Agreement & Lease For The Joint Venture 16 Unit Development Property Cnr Albert & Anzac Streets Moe.

RECOMMENDATION

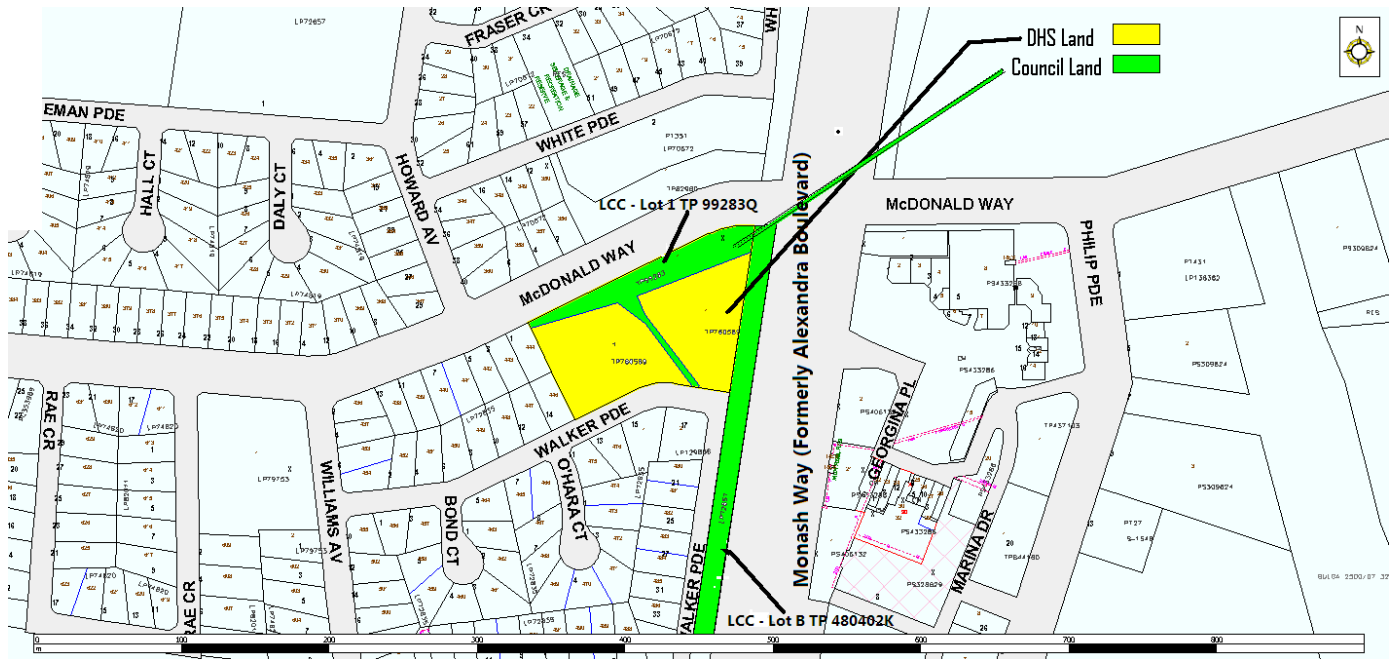
1. That the Department of Human Services be advised that Council is prepared to surrender the agreement with the Director of Housing and Trustees of the RSL War Veterans' Home Trust of Victoria together with a separate lease agreement with the Director of Housing for the joint venture unit development project, corner Albert and Anzac Streets Moe, and
2. Council is prepared to simultaneously transfer Certificates of Title Volume 10043 Folio 252, Volume 10043 Folio 253 and Volume 10043 Folio 254, being Council owned land at the corner of Albert and Anzac Street, Moe to the Director of Housing, subject to
3. The Director of Housing transferring to Council Lot 1 (2 Pieces) on Title Plan TP 760589E, Walker Parade Churchill described in Certificate of Title Volume 8622 Folio 1181997.
4. Council acknowledges that there is a net difference in the value of the two parcels of land and requests the Director of Housing to waive this amount in acknowledgement of the expense Council has incurred in maintaining the land on behalf of the Department of Human Services.
5. That Council advise the Plan Our Park Action Committee (Walker Parade) of the above decision of Council and confirm that this decision does not compel Council to undertake any improvements on the land.

16.1

TRANSFER JOINT VENTURE PROPERTY - CORNER ALBERT AND ANZAC STREETS MOE, AND POSSIBLE EXCHANGE OF LAND WALKER PARADE CHURCHILL.

- 1 LOCALITY PLAN & LAND OWNERSHIP PLAN - WALKER
PARADE, CHURCHILL..... 357
- 2 LOCALITY PLAN - DHS UNITS CNR ALBERT & ANZAC
STREETS MOE..... 359
- 3 TITLE PLAN TP 760589E - DEPARTMENT OF HUMAN
SERVICES LAND..... 361
- 4 TITLE PLAN TP 99283Q - LATROBE CITY COUNCIL
LAND..... 363
- 5 TITLE PLAN TP 480402K - LATROBE CITY COUNCIL
LAND..... 365
- 6 DEPARTMENT HUMAN SERVICES - REQUEST TO
SURRENDER AGREEMENT & LEASE FOR THE JOINT
VENTURE 16 UNIT DEVELOPMENT PROPERTY CNR
ALBERT & ANZAC STREETS MOE. 367

ATTACHMENT 1 16.1 TRANSFER JOINT VENTURE PROPERTY - CORNER ALBERT AND ANZAC STREETS
MOE, AND POSSIBLE EXCHANGE OF LAND WALKER PARADE CHURCHILL. - LOCALITY
PLAN & LAND OWNERSHIP PLAN - WALKER PARADE, CHURCHILL

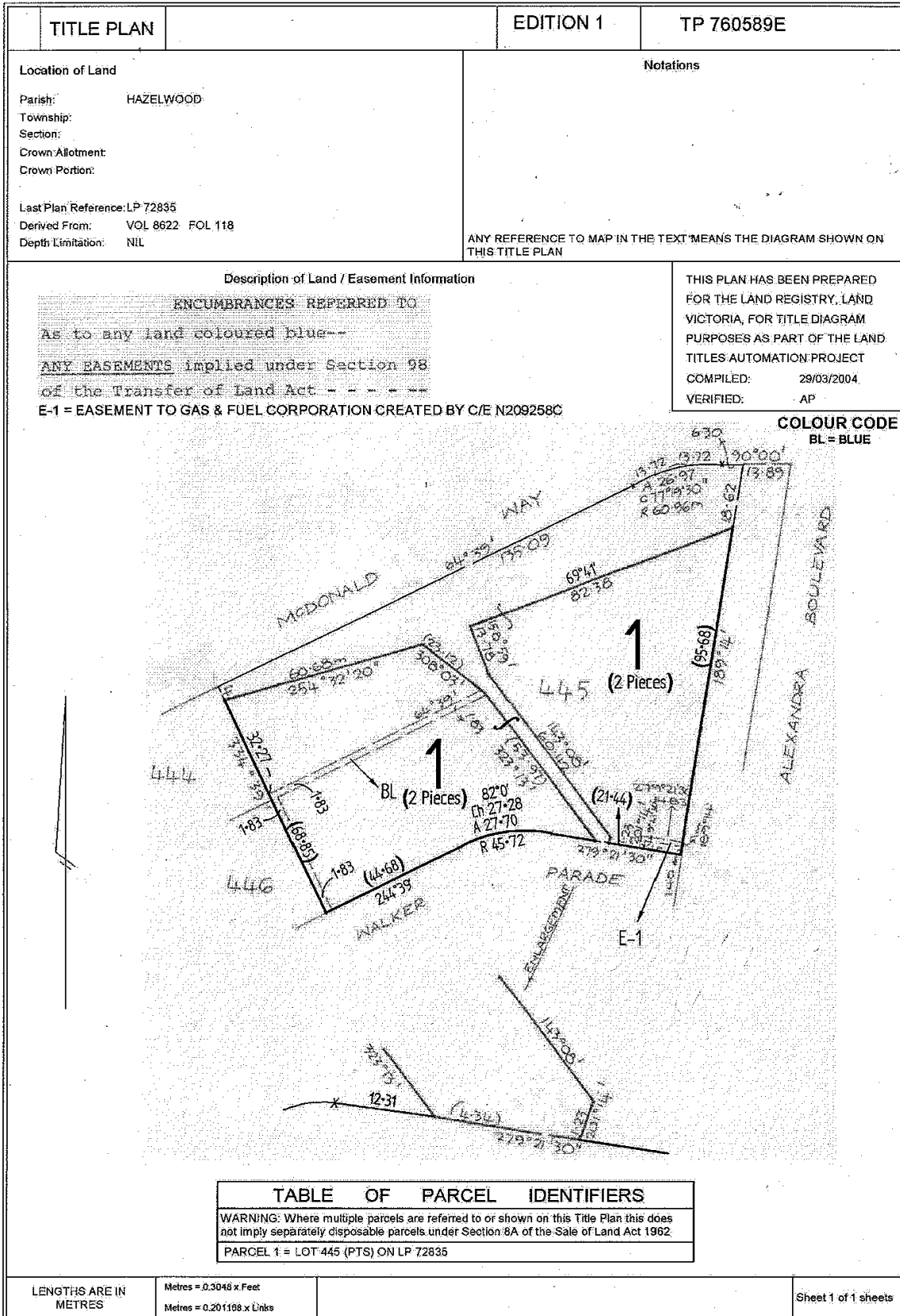




ATTACHMENT 3 16.1 TRANSFER JOINT VENTURE PROPERTY - CORNER ALBERT AND ANZAC STREETS
 MOE, AND POSSIBLE EXCHANGE OF LAND WALKER PARADE CHURCHILL. - TITLE
 PLAN TP 760589E - DEPARTMENT OF HUMAN SERVICES LAND

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ATTACHMENT 4 16.1 TRANSFER JOINT VENTURE PROPERTY - CORNER ALBERT AND ANZAC STREETS
 MOE, AND POSSIBLE EXCHANGE OF LAND WALKER PARADE CHURCHILL. - TITLE
 PLAN TP 99283Q - LATROBE CITY COUNCIL LAND

#4

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TITLE PLAN		EDITION 1	TP 99283Q
Location of Land Parish: HAZELWOOD Township: Section: Crown Allotment: Crown Portion: Last Plan Reference: LP 72835 Derived From: VOL 9538 FOL 229 Depth Limitation: NIL		Notations ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN	
Description of Land / Easement Information ENCUMBRANCES REFERRED TO As to the land shown marked B - - - - - THE EASEMENTS (if any) existing over -- the same by virtue of Section 98 of the Transfer of Land Act - - - - -		THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT COMPILED: 06/08/1999 VERIFIED: A.D.	
TABLE OF PARCEL IDENTIFIERS WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962 PARCEL 1 = LOT 445 (PT) ON LP 72835			
LENGTHS ARE IN METRES	Metres = 0.3048 x Feet Metres = 0.201168 x Links	Sheet 1 of 1 sheets	



Department of Human Services

Incorporating: Community Services, Housing, Women's Affairs and Youth Affairs

50 Lonsdale Street
Melbourne
Victoria 3000
GPO Box 4057
Melbourne
Victoria 3001
Telephone: 1300 650 172
Facsimile: 1300 785 859
www.dhs.vic.gov.au
DX210081

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED 18 MAR 2013	
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Our Ref: ADD/13/2219

X-Ref: ADD/13/2218

Mr Henry Morrison
Coordinator Property & Statutory Services
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Dear Mr Morrison

Joint Venture Properties – Corner Albert & Anzac Streets, Moe

I refer to your recent telephone conversation in relation to the Council owned property on the Corner Albert & Anzac Streets, Moe.

Council leased the site to the Director of Housing in 1977 and entered into a joint venture agreement with the Director and the RSL War Veterans Home Trust (now Vasey RSL) for the development of the site. The lease has a term of 50 years, with a further 50 year option. I have attached copies of the lease and agreement for your information.

Over recent years, Vasey RSL has sought to modify the services it offers to veterans and their families to reflect the changing needs of this client group. As such, all agreements between the Director of Housing and Vasey RSL have been reviewed and, in most cases, alternative arrangements have been made.

In order to finalise all arrangements with Vasey RSL, this office is now seeking to review the lease and agreement for the Moe property.

Under the lease, the Director of Housing and Vasey RSL constructed sixteen units to accommodate older persons who meet the eligibility criteria of both organisations. The units have been operated as public housing and Vasey RSL has been able to nominate tenants for half of the units. More recently, Vasey RSL has not been in a position to make nominations and all current tenants have been nominated by the Director.

Vasey RSL is keen to terminate its involvement with the property. Essentially, this requires the current lease and agreement to be surrendered and arrangements to be put in place for the ongoing delivery of accommodation services.



Most of the current tenants are elderly and have lived in the units, as public housing tenants, for many years. Retaining the units as public housing as this matter is settled will ensure there is no disruption to the tenants.

Clause 8(b) of the agreement states that at expiration of the agreement Council shall offer to transfer the land and units to the Director of Housing for nil consideration. In the circumstances, I request that Council resolves to bring this offer forward.

The process to accommodate termination of Vasey RSL's involvement requires two actions; transfer of the land and surrender of the lease and agreement. The two transactions can occur simultaneously.

I would appreciate Council's early consideration of these options. If you have any queries in relation to this matter, please contact Ms Maggie Laurie, Project Leader, Program Leasing on telephone 9096 9009 or email maggie.laurie@dhs.vic.gov.au.

Yours sincerely



Arthur Rogers
Deputy Secretary 26/2/2023
Service Design and Implementation Group &
Director of Housing

THIS Agreement is made the day of 1997

BETWEEN:

LA TROBE SHIRE COUNCIL
of 28-38 Kay Street, Traralgon
("the Council")

- and -

DIRECTOR OF HOUSING
of 250 Elizabeth Street, Melbourne
("the Director")

- and -

THE TRUSTEES FOR THE TIME BEING OF THE RSL
WAR VETERANS' HOME TRUST OF VICTORIA
of 4 Collins Street, Melbourne
("the Trustees")

WHEREAS:

- A. The Council is the registered proprietor of all that piece of land known as Corner of Albert Street and Anzac Street, Moe and more particularly described in Certificates of Title Volume 10043 Folio 252, Volume 10043 Folio 253, Volume 10043 Folio 254 ("the Land").
- B. The Director is to lease the land from the Council at an annual rental of ten dollars (\$10) for a term of fifty (50) years with an option to extend the lease for a further fifty (50) years and is to be responsible for certain matters in accordance with this agreement and for the covenants as set out in a lease annexed to and to be read as part of this agreement.
- C. The Director is a body corporate established under the Housing Act 1983 and is duly empowered on behalf of the State of Victoria to administer accommodation.
- D. The Director, the Trustees and the Council have agreed to co-operate in the development of sixteen elderly persons Units ("the Units") on the Land.

IT IS NOW AGREED as follows:

Term

1. This Agreement has a term of fifty (50) years and shall be extended for a further term of fifty (50) years at the option of the Director from the date on which it is executed.

Construction

2. Within two years of entering the Agreement the Director will complete the construction in accordance with plans and specifications agreed upon between the parties of sixteen (16) elderly persons units on the Land ("the Project").

Financial Contributions

3. (a) The Council will contribute the land for the project.
(b) The Trustees and Director each agree respectively, to make a financial contribution towards the construction costs of the project equal to one half of the total finalised construction cost of the sixteen Units.
(c) The Director agrees that it will assume contractual and project management responsibility for the construction of the Units.
(d) The Trustees agree to reimburse the Director one half of all construction costs incurred by the Department in completing the Units.

Naming Rights

4. Subject to the Director's consent, which will not be unreasonably withheld, the Trustees will have sole naming rights for the project.

/s/ agree/rs/ high4

Eligible Tenants

5. The Director will sub-let and successively resub-let each of the Units on the said land to such persons who:
- (a) are eligible in that they must be eligible to rent housing accommodation from the Director under criteria from time to time adopted and applied by the Director or who have been specifically exempt in writing from the Director's eligibility requirements by the Housing Services Manager or equivalent officer responsible for the rental stock; and
 - (b) agree to pay such rent and service charges (for the supply of gas, electricity, water, sewerage and like services) determined by the Director in accordance with rent and rent rebate formulae and policies from time to time adopted and applied by the Director;
 - (c) have been nominated by the Trustees in accordance with clause 6 below, or in the event that there are no eligible persons so nominated at the time of allocation, are persons on the general waiting list maintained by the Director or are existing tenants of the Director;

Nomination Rights

6. (a) Subject to the following sub-clauses, the Trustees shall have nomination rights to all the Units for the term of this Agreement.
- (b) At the time of the first allocation of the units to tenants the Director of Housing may nominate tenants for up to eight (8) Units of the total of the sixteen (16) units: such nominations may be from the Director's general waiting list or from existing tenants of the Director.
- (c) Except as provided in sub-clause 6(e) below, all persons nominated for tenancy of one of the Units during the term of this Agreement, whether by the Trustees or by the Director shall be

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- (i) over the age of fifty (50) years; and
 - (ii) eligible to rent housing accommodation from the Director at the time of nomination; and
 - (iii) either
 - (a) eligible to be a member of the Returned and Services League of Australia ("the RSL"); or
 - (b) a widow, widower or other dependant of a person who was eligible to be a member of the RSL.
- (d) Nominations by the Trustees shall be made in writing, in the form requested by the Director from time to time, and such nominations shall be recorded by the Director on a waiting list maintained specifically for such nominations;
- (e) If at any time there are insufficient eligible nominations on the waiting list maintained by the Director in accordance with sub-clause 6(d) above to enable a vacant Unit to be filled, the Director may allocate such Unit as the Director may think fit.

Maintenance

7. The Director will repair and maintain all of the Units and other improvements erected or caused to be erected by it on the Land owned by the Council.

Management and Control

- 8 (a) The parties acknowledge that on termination of the lease referred to in Recital B hereof all property in and rights concerning the Units shall vest absolutely in the Council, and except as provided in the lease and in clause 8(b) and (c) below, the Council shall have no obligation to compensate the Director or Trustees thereof.
- (b) At the expiration of the term of this agreement, the Council shall offer to transfer the land and Units to the Director for nil consideration and free from any obligation as landowner.

- (c) In the event that the Director does not wish to exercise the option referred to in 8 (b), the Council shall offer to transfer the land and Units to the Trustees for the time being for nil consideration and free from any obligation as landowner.

Garden Maintenance

9. While the Trustees' nominated tenants occupy fifty per cent or more of the accommodation the Trustees will be responsible for cutting, maintaining and cultivating any lawn and/or garden on the Land and keep the same in good and proper order and manner, and to replace any lawn, trees or shrubs which may perish or be damaged removed or destroyed. If the Trustees' nominated tenants occupy less than fifty per cent of the accommodation the Director will assume responsibility for the garden and ground maintenance as described above.

Review of Agreement

- 10 (a) The Council together with the Director and the Trustees agree to consult in good faith at any time during the period of this Agreement should either party believe it is desirable to renegotiate any of the provisions of this Agreement.
- (b) The grounds upon which a renegotiation may occur include and are not limited to the more adequate provision of the Units which are to remain in good tenable condition and may include such provisions as will more adequately allow for the management of the Units or to accommodate changes in policies of the Director or the requirements of the Commonwealth State Housing Agreement.
- (c) Following any such renegotiation and agreement by the parties to this Agreement it shall be so amended in writing.

Resolution of Disputes

11. All disputes arising out of this Agreement concerning the performance or non-performance by either party of its obligations shall be settled as follows:

f/agree/rsllhighd

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- (a) Where one of the parties to this Agreement considers that a dispute has arisen, that party shall give to the other notice in writing of the dispute together with detailed particulars. Within seven days of the giving of the notice, the parties shall meet and discuss and use their best endeavours to settle the dispute;
- (b) In the event that the dispute remains unsettled, then either party may give notice in writing no later than twenty-one days after the meeting referred to above has taken place that it requires the Secretary of the Department of Human Services or the then equivalent office bearer to nominate themselves or a third person to act as expert for the purposes of bringing about a resolution to the dispute. Such notice shall be given to:
- the other party;
 - the Secretary of the Department of Human Services;

Within seven days of the giving of the notice both parties shall deliver to the office of the Secretary written details of the dispute.

- (c) The Secretary or a nominated third person shall, as soon as practicable, give a final decision in writing binding on all parties.
2. In acting in accordance with this clause to resolve a dispute the Secretary, or the nominated third person, shall have regard to the relevant policies of the Commonwealth and Victorian Governments in force at that time and may have regard to other relevant policies of the parties.

Notices

3. Any notice under this Agreement to be served, given or delivered to a party hereunder shall be in writing and shall be deemed to be sufficiently served, given or delivered if delivered to or forty eight (48) hours after being sent by certified mail to the party's address specified herein or such other address as the party may from time to time notify to the other party as its new or alternative address for service.

7

IN WITNESS whereof the Council, Director and the Trustees have executed
this Agreement on the day above written.

THE COMMON SEAL of LA TROBE SHIRE)
COUNCIL was affixed on behalf of Council by)
authority of the Chief Executive Officer on the)
29th day of September 1997)
in exercise of the power delegated under the)
Local Law No. 1 (Process of Municipal)
Government) in the Presence of:



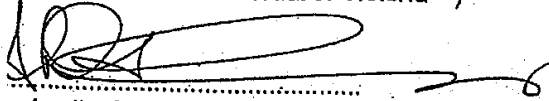
.....
Paul Buckley
.....
Councillor Chief Executive Officer (Acting)

THE CORPORATE SEAL of DIRECTOR OF)
HOUSING was hereto affixed the 29th day of)
~~October~~ 1997 in the presence of:)
.....)
n Officer of the Department of Human)
Services to whom Director of Housing)
was delegated the appropriate power.)

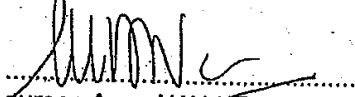


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SIGNED for and on behalf of the RSL)
War Veterans Homes Trust of Victoria)



Leslie Grantham CAMPBELL
Chairman



Soreen Anne WALKER
Chief Executive Officer

9

LA TROBE SHIRE COUNCIL
of 28-38 Kay Street, Traralgon

and

DIRECTOR OF HOUSING
("the Director")

and

THE TRUSTEES FOR THE TIME
BEING OF THE RSL WAR
VETERANS' HOME TRUST OF
VICTORIA
("the Trustees")

AGREEMENT

Property: Corner Albert and
Anzac Streets, Moe

Human Services
55 Collins Street
Melbourne 3000

THIS LEASE is made the _____ day of _____ 199

BETWEEN:

LA TROBE SHIRE COUNCIL
of 28-38 Kay Street, Traralgon
("the Council") of the one part

- and -

THE DIRECTOR OF HOUSING
of 555 Collins Street, Melbourne
("the Director") of the other part

RECITALS:

A. The Council is the registered proprietor of vacant land situated at the corner of Albert Street and Anzac Street, Moe and more particularly described in Certificate of Title Volume 10043 Folio 252, Volume 10043 Folio 253, Volume 10043 Folio 254 ("the land").

The Director is a body corporate established under the Housing Act 1983 and is duly empowered on behalf of the State of Victoria to lease, develop, manage and sub-lease land for the purpose of providing public housing.

A third party, namely The Trustees for the time being of the RSL War Veterans' Home Trust of Victoria ("the Trustees") have agreed to cooperate in the development of sixteen elderly persons Units ("the Units") on the Land.

The Director has agreed to lease the Land from the Council at an annual rental of ten dollars (\$10) for a term of fifty (50) years with the option to extend the lease for a further term of fifty (50) years and the Director is responsible for the matters as set out in this Agreement and more particularly will be jointly responsible for matters set out in an Agreement annexed to this document.

s/Latrobe

draft 4/9/97

IT IS NOW AGREED as follows:-

Demise, Rental, Term and Further Term

1. In consideration of the annual rental of ten dollars (\$10) payable in advance by the Director to the Council and of the covenants herein contained the Council hereby demises to the Director all that piece of land situated at the corner of Albert Street and Anzac Street, Moe being the land more particularly described in Certificate of Title Volume 10043 Folio 252, Volume 10043 Folio 253, Volume 10043 Folio 254 ("the land") to be held by the Director for the term of fifty (50) years commencing on the date hereof.

2. At the expiration of the term of this agreement, the Director shall have the option to extend the lease for a further fifty (50) years from the date on which it is executed.

Housing Construction on the Land by Director

3. Within two years of entering the Lease the Director and the Trustees will develop the Units on the Land, such construction to be in accordance with plans and specifications for the project development as agreed between the Director and the Trustees.

4. To facilitate the erection of the Units the Council shall join in and /or co-operate with the Director in making application for all necessary town planning, building and other appropriate or required permits, consents or authorities to enable the Units to be lawfully constructed on the Land, and shall authorise and empower the Director in the Council's name if necessary, but always at the Director's cost and expense, to submit such applications and make any appeals that are reasonably required for the purposes aforesaid.

Early Termination of Term

5. (1) Notwithstanding the demise under clause 1 hereof, this lease and the term hereof shall terminate and absolutely end:

(a) at the expiration of two (2) years from the date hereof if the Director and the Trustees have not by that time commenced the construction of the Units, or

(b) subject to sub-clause three (3) hereof, at the expiration of four (4) years from the date hereof if the Director has not by that time completed the construction of the Units.

(2) For the purposes of the sub-clause (1) of this clause the Director shall be deemed to have commenced the construction of the Units upon the Director and a house builder contractor entering into a legally binding and enforceable contract under which such contractor is obliged to erect the Units on the Land, and to have completed the construction of the Units upon their reaching the stage of practical completion under such contract.

(3) The period of four (4) years allowed herein for the completion of the construction of the Units by the Director shall be extended for such period or periods during which the construction of the Units is delayed by any cause not within the reasonable control of the Director and paragraph (b) of sub-clause (1) hereof shall be read and construed accordingly.

Director's Covenants

6 The Director covenants with the Council during the term of this lease or any extension or renewal thereof or during any period of overholding:

- (a) to pay the rental as well as all rates and taxes and other like outgoings (including land tax, if any, calculated on a single holding basis) levied against the Land by any municipal, statutory or similar authority and also all charges made by those bodies for gas, electricity, telephone, water consumption, sewerage disposal, rubbish collection and all other utilities and services supplied to the Land and/or consumed in the Units;
- (b) to maintain and repair all of the Units and other improvements erected or caused to be erected by it on the Land so that they are of and remain in good tenable condition throughout the term thereof;
- (c) not to make any structural alterations in or additions to the Units without first obtaining the consent in writing of the Council;
- (d) to use the Land and the Units only for the purpose of providing residential accommodation to those persons to whom the Director and the Trustees may wish to sublet pursuant to terms and conditions as set out in the agreement as attached (Clauses 5 and following)

- (e) not to assign this lease or any estate or interest therein except to a statutory body formed or created by Act of Parliament which body performs or is intended to perform the same or similar functions as the Director now performs;
- (f) not to do or permit to be done any act or thing on the Land whereby the policy or policies of insurance in respect of the Units for the time being subsisting may become void or voidable or whereby the rate of premium thereon may be increased.
- (g) to cut, maintain and cultivate any lawn and/or garden on the Land and keep the same in good and proper order and manner, and to replace any lawn, trees or shrubs which may perish or be damaged, removed or destroyed;
- (h) not to permit or suffer anything on the Land or in or about the Units which may be or become a nuisance or annoyance to the occupant of any property in the vicinity of the Land;
- (i) at the expiration or sooner determination of the term hereof to yield up to the Council the Land and the Units in such state of repair and condition as shall be consistent with full and due performance by the Director of the obligations in this Lease together with all additions, improvements and fixtures which may be made thereto.

Council's Covenant

7. The Council covenants with the Director that if the Director pays the rental and performs and observes the covenants which are on its part to be paid, performed and observed then the Director and the Director's sub-tenants and/or such tenants as nominated by the Trustees in accordance with the attached documentation, may peaceably and quietly hold and enjoy the Land without interruption or disturbance from or by the Council, its servants and agents.

8 (1) The parties acknowledge that on termination of the lease referred to in Recital D hereof all property in and rights concerning the Units shall vest absolutely in the Council, and except as provided in the lease and in clause 8.2 below, the Council shall have no obligation to compensate the Director or Trustees thereof.

(2) At the expiration of the term of this agreement, the Council shall offer to transfer the land and Units to the Director for nil consideration and free from any obligation as landowner.

(3) In the event that the Director does not wish to exercise the option referred to in 8 (1), the Council shall offer to transfer the land and Units to the Trustees for the time being for nil consideration and free from any obligation as landowner.

Mutual Covenant

9. If a Unit is:

- (a) damaged or destroyed by any cause rendering it in the reasonable opinion of the Director unfit for human habitation;
- (b) not repaired or rebuilt (by either the Director or the Trustees) within twelve (12) months of the damage or destruction occurring,

THEN:

- (i) this lease and the term hereby created shall determine in respect of that part of the Land on which the damaged or destroyed Unit was located at the expiration of twelve (12) months from the date on which the damage or destruction occurred;
- (ii) the Director shall in a thorough and workmanlike manner demolish and clear away the Unit and leave the land upon which it stood free of any debris or rubbish, and such works shall be carried out to the satisfaction of the appropriate and responsible municipal and other statutory authorities prior to lease determination;

PROVIDED THAT upon the termination of this lease pursuant to this clause in respect of one or some but not all of the Units, the Director shall have in respect of and appurtenant to the Units not subject to lease termination the right (for itself, its authorised officers and their invitees and licensees) to use in common with the Council such parts of the Land as may be necessary for the proper and reasonable enjoyment of and for ingress, egress or passage to, from and within that part of the Land remaining subject to the lease.

10. If the Director shall at any time make default in or neglect or fail to perform or observe any of the covenants herein contained or implied which on the part of the Director are or ought to be performed or observed then in any such case it shall be lawful for the Council or any person or persons duly authorised by it in the case of a breach of covenant to which Section 146 of the Property Law Act 1958 does not extend immediately - and in the case of a breach to which such section does extend at the expiration of twenty-eight (28) days from the service of the notice referred to in sub-section (1) of the said section to re-enter into or upon the Land or any part thereof in the name of the whole and to repossess the same and expel and exclude therefrom the Director without prejudice to any right of action or remedy of the Council for any antecedent breach of any of the covenants by the Director and thereupon this lease shall if the Council so elects cease and be at an end.
11. Upon the completion of their erection the Units and any other buildings and improvements constructed upon the Land shall be and become the absolute property of the Council without any payment or compensation being paid or made by the Council to the Director therefor.
12. The Council may at any reasonable time by its duly authorized agent enter the Land and with the consent of the occupants inspect the Units.
13. If the Director or the Director's sub-tenants and any persons nominated by the Trustees and lawfully continue in occupation of the Land after the expiration of the term of this lease the Director shall be deemed to be a tenant from week to week of the Council upon the like terms and conditions as are contained herein and such tenancy may be determined by one week's notice in writing given at any time.
14. The Director shall indemnify the Council from and against all claims, demands, proceedings, judgements, costs and losses of any nature whatsoever which the Council may suffer or incur in connection with the loss of life and/or personal injuries to any person and/or damage to any property (wheresoever occurring) arising from or out of any occurrence at the Land or the Units or any part thereof and occasioned wholly or in part by any act, neglect, default or omission by the Director or by the servants, agents, contractors, invitees, licensees or sub-lessees of the Director.
15. Any notice under this lease to be served, given or delivered to a party hereunder shall be in writing and shall be deemed to be sufficiently served, given or delivered if delivered to or forty-eight (48) hours after being sent by certified mail to the party's address specified herein or such

other address as that party may from to time notify to the other party as its new or alternative address for service

IN WITNESS whereof the Director and the Council have executed this lease on the day above written

THE COMMON SEAL of LATROBE SHIRE)
COUNCIL was affixed on behalf of Council by)
authority of the Chief Executive Officer on the)
29th day of September 1997 in exercise)
of the power delegated under the Local Law)
No. 1 (Process of Municipal Government))



Paul Buckley
Councillor: Chief Executive Officer (Acting)

THE CORPORATE SEAL of DIRECTOR OF)
HOUSING was hereto affixed the 29th day of)
September 1997 in the presence of:)



[Signature]
An Officer of the Department of Human)
Services to whom Director of Housing)
has delegated the appropriate power.)

LA TROBE SHIRE COUNCIL
of 28-38 Kay Street, Traralgon
("The Council")

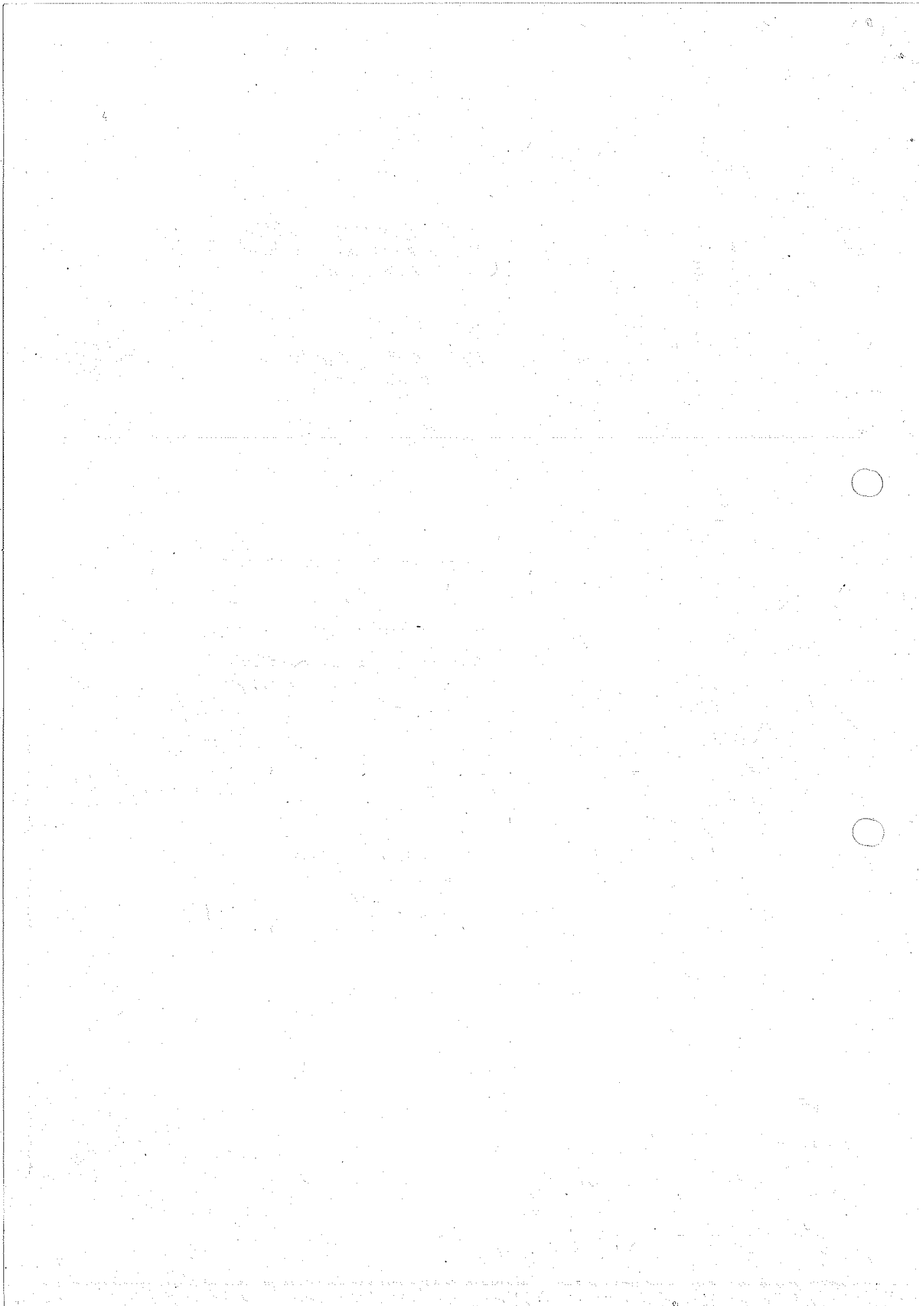
and

DIRECTOR OF HOUSING
("the Director")

LEASE

Property: Corner Albert and,
Anzac Streets, Moe

Legislation & Legal Services
Dept of Human Services
555 Collins Street
Melbourne 3000



16.2 PLAN MELBOURNE - METROPOLITAN PLANNING STRATEGY**General Manager****Governance****For Decision****PURPOSE**

The purpose of this report is to present the draft Latrobe City Council submission to the *Plan Melbourne – Metropolitan Planning Strategy* to Council for consideration.

DECLARATION OF INTEREST

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

STRATEGIC FRAMEWORK

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

*Latrobe 2026: The Community Vision for Latrobe Valley
Strategic Objectives - Economy*

In 2026, Latrobe Valley has a strong and diverse economy built on innovative and sustainable enterprise. The vibrant business centre of Gippsland contributes to the regional and broader economies, whilst providing opportunities and prosperity for our local community.

Strategic Objectives - Built Environment

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

Strategic Objectives - Our Community

In 2026, Latrobe Valley is one of the most liveable regions in Victoria, known for its high quality health, education and community services, supporting communities that are safe, connected and proud.

Strategic Objectives – Advocacy and Partnerships

In 2026, Latrobe Valley is supported by diversity of government, agency, industry and community leaders, committed to working together to advocate for and deliver sustainable local outcomes.

Latrobe City Council Plan 2013 - 2017

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

Themes and Objectives

Theme 1: Job creation & economic sustainability

- *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*

Strategic Directions

- *Work in partnership with business, industry and government to create new jobs and investment in Latrobe City.*
- *Enhance community and business confidence in the future of the local economy.*
- *Facilitate the creation of an Industrial Park and an Intermodal Freight Terminal in the municipality.*
- *Promote research and development for new products and processes to exploit the significant coal resource of the Latrobe Valley.*

Theme 4: Advocacy for & consultation with our community

- *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*

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.*
- *Establish a strong image and brand for Latrobe City as one of Victoria's four major regional cities.*
- *Strengthen our region by actively leading and encouraging partnerships with other local governments, industry and community agencies.*

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*

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- *Advocate for planning changes at the state level to reflect regional needs and aspirations*

Strategic Directions

- *Plan and coordinate the provision of key services and essential infrastructure to support new growth and developments.*
- *Investigate the need for and provide appropriate resources to support land use planning and development of Latrobe City.*

BACKGROUND

In October 2012, the Victorian Government released its discussion paper on the Metropolitan Planning Strategy, *Melbourne – Let’s Talk about the Future*. At the Ordinary Council Meeting on 18 March 2013, Council endorsed the Latrobe City Council submission to this discussion paper which was subsequently forwarded to the Ministerial Advisory Committee. (See **Attachment 1**).

On 9 October 2013, the Victorian Government released *Plan Melbourne - Metropolitan Planning Strategy (the Strategy)* for public comment, which has incorporated feedback from the previous discussion paper *Melbourne – Let’s Talk about the Future* – including Latrobe City Council’s March 2013 submission. Running parallel to *the Strategy*, the Victorian Government has also introduced eight Regional Growth Plans which specifically focus on each of Victoria’s regional areas. These Regional Growth Plans are designed to complement *the Strategy* in its implementation of the future directions for Victoria as a whole. The *Gippsland Regional Growth Plan* was endorsed by Council at the Ordinary Meeting on 7 October 2013. Finalisation of the *Plan Melbourne - Metropolitan Planning Strategy* will occur once all submissions have been considered by the Victorian Government.

A draft submission in response to the *Plan Melbourne - Metropolitan Planning Strategy October 2013* has now been prepared. The draft submission is provided as an attachment to this report. (See **Attachment 2**).

ISSUES

The *Plan Melbourne - Metropolitan Planning Strategy* was prepared by a Ministerial Advisory Committee which is chaired by Professor Roz Hansen. Due to the size of the document a copy of *the Strategy* has not been included as an attachment to this report, however it can be viewed at the following link: <http://www.planmelbourne.vic.gov.au/Plan-Melbourne>.

The Strategy sets out seven key strategic objectives which are as follows:

1 Delivering Jobs and Investment

Create a city structure that drives productivity, supports investment through certainty and creates more jobs.

2 Housing Choice and Affordability

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Provide a diversity of housing in defined locations that cater for different households and are close to jobs and services.

3 A More Connected Melbourne

Provide an integrated transport system connecting people to jobs and services and goods to market.

4 Liveable Communities and Neighbourhoods

Create healthy and active neighbourhoods and maintain Melbourne's identity as one of the world's most liveable cities.

5 Environment and Energy

Protect our natural assets and better plan our water, energy and waste management to create a sustainable city.

6 A State of Cities

Maximise the growth potential of Victoria by developing a state of cities which delivers choice, opportunity and global competitiveness.

7 Implementation: Delivering Better Governance

Achieve clear results through better governance, planning, regulation and funding options.

These objectives are set out in greater detail in the *Plan Melbourne - Metropolitan Planning Strategy* and reference to them has been made in Council's draft submission with a focus on the areas that are relevant to the future of Latrobe City.

All submissions to the *Plan Melbourne - Metropolitan Planning Strategy* are due by 5.00 pm on 6 December 2013.

Latrobe City Council's draft submission focuses on three key themes:

- Employment;
- Population Growth; and
- Implementation

These have been highlighted as essential in acknowledging that Latrobe Regional City is prepared and willing to capture part of Victoria and Melbourne's projected growth.

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:

The draft submission to the *Plan Melbourne - Metropolitan Planning Strategy* has been informed by a number of relevant internal Latrobe City Council departments and key strategic documents (i.e. Latrobe Valley Industry and Employment Roadmap; Victorian Brown Coal Roadmap;

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Gippsland Regional Growth Plan etc). These key documents have all undergone separate community consultation processes.

OPTIONS

That Council:

1. Endorse Latrobe City Council's submission to *Plan Melbourne - Metropolitan Planning Strategy* and submit it to the Department of Transport, Planning and Local Infrastructure;
2. Request Officers to make changes to the draft submission and once changes have been completed, submit Latrobe City Council's submission to the Department of Transport, Planning and Local Infrastructure; or
3. Not endorse Latrobe City Council's submission and advise the Department of Transport, Planning and Local Infrastructure that Council will not be making a submission.

CONCLUSION

The *Plan Melbourne - Metropolitan Planning Strategy* is designed to provide clear vision and goals for the future planning of Melbourne and Victoria with the aim of ensuring Melbourne remains one of the most diverse, distinctive and liveable cities in the world. The Ministerial Advisory Committee is now accepting submissions for comment prior to finalising the *Plan Melbourne - Metropolitan Planning Strategy*.

Council's submission has been prepared with a view to ensuring that Latrobe City is appropriately recognised as a Regional City as part of the *Plan Melbourne - Metropolitan Planning Strategy's* solution in helping to facilitate and accommodate future employment and population growth in Victoria.

Attachments

1. Latrobe City Council Submission to Metropolitan Planning Strategy Discussion Paper
2. Latrobe City Council Submission to Plan Melbourne – Metropolitan Planning Strategy

RECOMMENDATION

That Council endorse the Latrobe City Council Submission to the *Plan Melbourne – Metropolitan Planning Strategy* and forward the submission to the Ministerial Advisory Committee prior to 6 December 2013.

16.2

Plan Melbourne - Metropolitan Planning Strategy

- 1 Latrobe City Council Submission to Metropolitan
Planning Strategy Discussion Paper 393**
- 2 Latrobe City Council Submission to Plan Melbourne –
Metropolitan Planning Strategy..... 401**



Latrobe City Council Submission
Metropolitan Planning Strategy
Melbourne let's talk about the future



March 2013

Latrobe City Council Submission to the Metropolitan Planning Strategy

Introduction

Latrobe City Council appreciates the opportunity to provide comments to the Metropolitan Planning Strategy *Melbourne let's talk about the future October 2012*.

It is noted that the document does not recognise Latrobe City's status as a Regional City along with the Ballarat, Bendigo and Geelong. We seek the recommitment of the Victorian Government to recognise the Regional City status of Latrobe City in the discussion paper and ensure consistency with all other publications that it produces.

Latrobe 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. This has enabled the Latrobe Regional City to be ready and willing to assist in accommodating the projected growth within Victoria.

General Comment

Latrobe City Council is generally supportive of the approach of the Victorian Government in its long term planning for the future of Melbourne and Victoria. Latrobe City Council is keen to continue to work with the government in order to achieve the goals that are set out in the discussion paper.

The principles and ideas that are set out in the paper will be essential in ensuring that Victoria, assisted by the Latrobe Regional City, is well placed to capture the current and forecast growth in both the economy and in population. In particular, we acknowledge that 'a state of cities' model that includes Melbourne integrated with a network of regional cities will result in improved social, employment and infrastructure linkages between the *cities*.

We, as Latrobe City Council, have focussed on four key principles in that are directly relevant to the principles within the Discussion Paper;

- Partnerships
- Coal Allocation and Employment
- Transport Infrastructure
- Liveability

We believe that the principles set out above need to be integrated with the development of Melbourne as a polycentric city that is linked to Regional Cities. In order to achieve this, we believe there needs to be strong partnerships developed between the Victorian Government, the Commonwealth Government, Latrobe City Council and a range of industry and community groups. This is consistent with principles 6, 8 and 9 in the discussion paper. The following sections outline how the Latrobe City Council believe this can happen.

Partnerships

Latrobe City Council Submission to the Metropolitan Planning Strategy

One recent example of a successful partnership is the development of the Latrobe Valley Industry and Employment Roadmap ('the Roadmap'). The Roadmap has been developed by a regional leadership group including;

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- **The Joint Ministerial Forum**
 - The Hon Peter Ryan MLA, Victorian Minister for Regional and Rural Development
 - The Hon Simon Crean MP, Federal Minister for Regional Australia, Regional Development and Local Government
- **Mayoral Reference Group**
 - This group includes the Mayor and CEO from Latrobe City Council and Wellington and Baw Baw Shire Councils
- **The Latrobe Valley Transition Committee**
 - Includes representatives from the Victorian and Commonwealth Governments, representatives from Latrobe City Council, Baw Baw Shire Council and Wellington Shire Council, the Regional Development Australia Gippsland Committee, the Victorian Chamber of Commerce and Industry, Gippsland Trades and Labour Council, the Construction Forestry, Mining and Energy Union, Monash University and the Latrobe Community Health Service.

The Roadmap was created in response to the challenges facing the Latrobe Valley economy in transitioning to a Low Carbon Future. This partnership approach has led to the creation of long term strategies to diversify the Latrobe Valley economy and position the Latrobe Regional City to capture parts of the population growth that is forecast for Victoria. Latrobe City Council is supportive of each of the strategic directions that have been developed in the partnership.

It is Latrobe City Council's belief that this approach has led to a higher quality outcome than could have been achieved with any or each of the individual organisations working alone. The Roadmap was published by Regional Development Victoria (RDV) and the Department of Planning and Community Development (DPCD) in July 2012 and is available on the RDV website.

The Roadmap is a demonstration of how the three tiers of government, business and community can create the Melbourne, and the Victoria, that is envisaged by the discussion paper.

Coal Allocation and Employment

The Brown Coal resource in the Latrobe Regional City is an enormous asset for the region and for Victoria. Significant investment and investigation is underway by government and private industry to secure a sustainable and economically achievable use for this resource in the medium to long term. Latrobe City is seeking to harness its competitive strengths in power generation and heavy engineering in order to build on, and further enhance our reputation as Victoria's energy heartland with a particular focus on new technologies and sustainable uses for our vast brown coal resource.

The Victorian Brown Coal Roadmap and a coal allocation market analysis are two key pieces of work that have recently being undertaken that will potentially have an enormous impact on the future of the Latrobe Regional City.

Clean Coal Victoria has led the development of the Victoria Brown Coal (Lignite) Roadmap, to identify future pathways for Victoria's lignite in three time frames: 2020, 2035 and 2050. The Roadmap is an evidence based process, involving industry, government and academics from

Latrobe City Council Submission to the Metropolitan Planning Strategy

Australia and internationally. It is designed to assist the Victorian Government to develop future resource and innovation policy.

The Roadmap and the results of the coal allocation market analysis will feed into the Coal Strategic Plan. The Plan will identify actions to address issues associated with the long term development of Victoria's lignite from an economic, community and environmental perspective.

The development of the Coal Strategic Plan will also involve significant consultation with stakeholders and local communities in affected areas, and will cover land use planning, infrastructure planning, resource conflict issues and best practice mine rehabilitation options. Latrobe City Council is keen to be involved in these discussions and ensure that these factors are taken into account in order to ensure that the Latrobe Regional City can continue to grow and develop.

Historically, brown coal electricity generation has been the backbone of the local economy but the economy has continued to diversify by developing a range of industries including forestry and paper, manufacturing, agribusiness, retail, hospitality, aviation, health and education. Latrobe City is now home to Australia's largest yoghurt manufacturing facility, the largest pulp and paper manufacturer in Australia, the only regional "Group of Eight" university in Victoria and the only manufacturer of passenger aircraft in Australia.

There are also other significant opportunities to diversify Latrobe Regional City's economic base that would reinforce the role of employment and innovation clusters that in turn, would boost productivity, support economic and population growth and make the most of infrastructure. Some of these opportunities leverage off existing industries mentioned above or require innovation and broadly include (*inter alia*):

- Gippsland is increasingly becoming the food bowl for Victoria. Latrobe City Council is seeking to maximise opportunities for food processing investment within the municipality with an aim of attracting the next large project within this sector.
- Latrobe City Council is seeking to partner with the education sector to promote Latrobe Regional City as the location of choice for both Australian and international students within regional Victoria.
- Latrobe City Council is seeking to mobilise its skilled workforce and infrastructure capacity to be a key shared services hub within Australia.

Transport Infrastructure

High quality infrastructure is essential in connecting the regional cities of Victoria with Melbourne. This creates access to markets and access to services and symbolically links the Regional Cities of Victoria with Melbourne.

There are a number of pieces of work currently being undertaken including the Gippsland Regional Growth Plan, the Gippsland Freight Strategy and the Infrastructure Vision that will define the specific infrastructure that is required for the Latrobe Regional City to be in a position to take advantage of the population growth forecast for Victoria. In particular, the Gippsland Freight Strategy sets out the Gippsland region's long term vision for managing Gippsland's freight needs and identifies investments in critical infrastructure, regulatory reforms, improved access to skills training and job opportunities, and planning to ensure that communities in Gippsland can accommodate future freight needs. The strategic work in Gippsland that has

Latrobe City Council Submission to the Metropolitan Planning Strategy

already been undertaken recognises that well planned transport infrastructure and investment will help the Gippsland region's industry to realise its full potential and result in improved social, employment and infrastructure linkages between the Melbourne and Gippsland's cities.

It is well recognised that the Latrobe Regional City and the greater Gippsland region needs to increase its productivity and export capacity and diversify its economy to take advantage of the enormous natural resources in the region. The discussion paper mentions the potential development of the Port of Hastings and a third airport for Victoria in the south east. These two large scale infrastructure projects would provide the Latrobe Regional City with greater access to international markets and help to establish new investment into Victoria. The development of the Gippsland Logistics Precinct in the Latrobe Regional City has potential to be directly linked to the Port of Hastings creating an outstanding opportunity for increased exports of brown coal and other natural resources to international markets.

The Latrobe City Council is very supportive of an opportunity to be involved in discussions and partnerships regarding the potential development of any key large scale infrastructure projects, including the Port of Hastings and a third airport in the south east, within the region. It is our position that these type of partnership approaches are critical in meeting the objectives set out in principle 8 of the discussion paper around using investment to transform places.

Liveability

Ultimately, the discussion paper focuses on a number of strategies that will increase the liveability of Melbourne and Victoria.

The local suburbs of Moe, Morwell, Traralgon and Churchill are recognised as being part of places with unique characteristics which contribute to the diversity of the Latrobe Regional City. Each town has developed its own role and function. This networked cities approach creates a point of difference for the Latrobe Regional Centre. There are a range of examples that exist that show the potential of this approach including the Sunshine Coast and Canberra.

The Roadmap, transport infrastructure and the future of brown coal are three key local issues within the Latrobe Regional City. We are supportive of a partnership approach to resolving these issues so that the Latrobe Regional City can be in a position to take advantage of the population growth forecast for Victoria. These integral pieces of work have the potential to significantly increase the liveability of the area by creating jobs and opportunities for growth.

Strategic direction 7 of the Roadmap talks about attracting and facilitating investment and more specifically states;

“the government [Victorian] will also ensure that a broad view of coal development is taken that ensures infrastructure, planning, regulatory, export, environmental, and Commonwealth/State aspects are considered in an integrated way to maximise the benefits of the coal resource.”

Latrobe City Council are fully supportive of this approach and believe it is essential that none of these issues are dealt with in isolation from the other. The future of the brown coal is critical to planning the future population growth and land use strategies within the Latrobe Regional City. A complete understanding of each of the issues set out above will enable the Latrobe City Council

Latrobe City Council Submission to the Metropolitan Planning Strategy

to plan for population growth within the Latrobe Regional City, whilst ensuring that the industry and economy remain strong but also that the liveability of our City is not compromised.

There are a range of exciting developments underway within the Latrobe Regional City that will create economic activity, residential growth and unique lifestyle opportunities. Latrobe City Council is working with the Growth Areas Authority to develop a precinct plan (approximately 2500 – 3000 residential lots) for land immediately south of Lake Narracan. It is envisaged that this area will link with the town of Moe/Newborough and create a lifestyle that is not currently available within the Latrobe Regional City. The Morwell North West and Traralgon North precincts, each creating approximately 1500 new residential lots, ensure that the Latrobe Regional City is in position to capture growth within Victoria.

Conclusion

In general, Latrobe City Council is supportive of the principles that have been established in the discussion paper.

Our paper has concentrated on partnerships, coal allocation and employment, transport infrastructure and liveability that link with three key principles in the discussion paper that are directly relevant to ensuring the Latrobe Regional City can capture parts of the forecast growth for Victoria;

Principle 6 – A polycentric city linked to regional cities

- Building national employment and innovation clusters
- Building a state of cities

Principle 8 – Infrastructure investment that supports city growth

- Using investment to transform places
- Moving to a place-based focus for programs
- Identifying a long term framework for metropolitan infrastructure

Principle 9 – Leadership and Partnership

- Developing partnerships and agreements
- Developing good governance structures and processes to deliver the strategy.

We are unwavering in our position that the Victorian Government should recognise the Regional City status of Latrobe City in the discussion paper and all other publications that it produces. The Latrobe City Council is ready and willing to work in partnership with the Victorian Government in capturing the current and forecast growth in the economy and population.

Latrobe City Council Submission to *Plan Melbourne – Metropolitan Planning Strategy*

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 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, 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.

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 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.

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 as 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.

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 AUTHORISATION OF COUNCIL OFFICERS UNDER THE
PLANNING AND ENVIRONMENT ACT 1987.**

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is for Council to consider specifically authorising the incumbents, General Manager Governance, Manager Statutory Planning, Statutory Planner, Strategic Planning Officer and Statutory Planner Officer in their own right pursuant to section 147 of the *Planning and Environment Act 1987*.

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 – Planning for the future

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

Latrobe City Council Plan 2013 - 2017

Shaping Our Future

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

Service Provision – Legal Services

Administer legal advice and services for Latrobe City Council.

Legislation –

Local Government Act 1989

Planning and Environment Act 1987

Section 224 of the *Local Government Act 1989* allows the following:

224. Authorised officers

1. *A Council may appoint any person other than a Councillor to be an authorised officer for the purpose of the administration and enforcement of any Act, regulations or local laws which relate to the functions and powers of the Council.*

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

- (a) *A Council must maintain a register that shows the names of all people appointed by it to be authorised officers.*
- 2. *The Council must issue an identity card to each authorised officer.*
- 3. *An identity card must-*
 - (a) *contain a photograph of the authorised officer; and*
 - (b) *contain the signature of the authorised officer; and*
 - (c) *be signed by a member of Council staff appointed for the purpose.*

Section 147(4) of the *Planning and Environment Act 1987* provides for the following:

- 4. *Any reference in this Act to an Authorised officer of a responsible authority of the Department is a reference to an officer or employee of the authority or employee of the Department whom the authority or the Secretary to the Department (as the case requires) authorises in writing generally or in a particular case to carry out the duty or function or to exercise the power in connection with which the expression is used.*

However, Section 188(2)(c) of the *Planning and Environment Act 1987*, stipulates that Council cannot delegate the power to authorise officers for the purpose of enforcing that Act:

188. Planning authorities and responsible authorities may delegate powers

- (5) *A planning authority or responsible authority other than the Minister may by instrument delegate any of its powers, discretions or functions under this Act to-*
 - (a) *a committee of the authority; or*
 - (b) *an officer of the authority; or*
 - (c) *the Growth Areas Authority; or*
 - (d) *the Chief Executive Officer of the Growth Areas Authority.*
- (6) *Subsection (1) does not apply to-*
 - (a) *the powers of a planning authority under sections 28, 29 and 191 and subsection (1); and*
 - (b) *the powers of a responsible authority under sections 125, 171(2)(b),(c),(d) and (e), 172 and 191 and subsection (1); and*
 - (c) *the power of a responsible authority to authorise any officer to carry out a duty or function or to exercise a power.*

BACKGROUND

By authorising officers, a Council is authorising a person to a particular statutory position. Once a person is authorised by Council, that person has the powers of that statutory position; as distinct from being delegated the powers of the Council.

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

Authorisations are different from delegations as delegations involve the Council giving its powers to members of staff who then act on behalf of Council. Persons authorised by Council to hold a statutory position are acting as holders of statutory powers; they are not acting as delegates or on behalf of the Council. Their powers and responsibilities are different to the powers and responsibilities of the Council.

Therefore it is important, for the proper functioning of the Council, to authorise officers generally under the *Local Government Act 1989* and specifically under other appropriate Acts.

For this reason, Latrobe City Council subscribes to the Maddocks Delegation and Authorisation Service. This service updates the organisation on legislative amendments and requirement and provides appropriate Instrument templates for our use.

ISSUES

Currently Council has a number of persons authorised to act in various statutory positions.

Carol Jeffs, General Manager of the Governance Department.

Debbie Tyson, Manager Statutory Planning, Karen Egan, Statutory Planner, Danielle Douglas, Strategic Planning Officer and Hayley Becker, Statutory Planning Officer have recently been appointed to their substantive positions. It is therefore necessary and appropriate for Council personally appoint and authorise these officers specifically under section 147(4) of the *Planning and Environment Act 1987* and generally under section 232 of the *Local Government Act 1989* to enable them to fulfil the duties and functions of their role.

Accordingly, the attached S11A. Instrument of Appointment and Authorisations (*Planning and Environment Act 1987*) have been prepared and are now presented for consideration by Council.

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:

Internally, senior Planning staff have been consulted in relation to the nomination of the officers for appointment.

Details of Community Consultation / Results of Engagement:

No external consultation has been undertaken.

OPTIONS

Council has the following options in relation to the authorisation of the nominated officers:

1. Authorise the nominated officers in accordance with the attached Instrument.
2. Not specifically authorise the nominated officers under the *Planning and Environment Act 1987* which may impede their ability to fully perform their duties.

CONCLUSION

The *Planning and Environment Act 1987* requires direct authorisation from Council to council officers in order to perform certain statutory duties.

By authorising the nominated officers specifically under the *Planning and Environment Act 1987* and generally under section 232 of the *Local Government Act 1989*, Council will ensure that the nominated officers will be able to fully perform their duties under each Act.

Attachments

1. S11A. Instrument of Appointment & Authorisation - Carol Jeffs
2. S11A. Instrument of Appointment & Authorisation - Debbie Tyson
3. S11A. Instrument of Appointment & Authorisation - Danielle Douglas
4. S11A. Instrument of Appointment & Authorisation - Hayley Becker
5. S11A. Instrument of Appointment & Authorisation - Karen Egan

RECOMMENDATION

That, in exercise of the powers conferred by Section 224 of the *Local Government Act 1989* and Section 147(4) of the *Planning and Environment Act 1987* Council resolves –

1. **That Carol Jeffs, Debbie Tyson, Karen Egan, Danielle Douglas and Hayley Becker be appointed and authorised as an Authorised Officer for the purposes of the *Planning and Environment Act 1987* and the regulation made under that Act.**
2. **That the Chief Executive Officer is authorised to sign and seal the S11A. Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*) as presented.**
3. **That the S11A Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*) comes into force immediately the common seal of Council is affixed.**

16.3

Authorisation of Council Officers Under the Planning and Environment Act 1987.

- 1 S11A. Instrument of Appointment & Authorisation - Carol
Jeffs 413
- 2 S11A. Instrument of Appointment & Authorisation -
Debbie Tyson 417
- 3 S11A. Instrument of Appointment & Authorisation -
Danielle Douglas..... 421
- 4 S11A. Instrument of Appointment & Authorisation -
Hayley Becker 425
- 5 S11A. Instrument of Appointment & Authorisation -
Karen Egan..... 429



Maddocks Delegations and Authorisations

*S11A. Instrument of Appointment and Authorisation (Planning and
Environment Act 1987)*



Latrobe City Council

**Instrument of Appointment and Authorisation
(*Planning and Environment Act 1987* only)**

December 2013

Authorised Officer: Carol Jeffs



Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means -

Carol Jeffs

By this instrument of appointment and authorisation Latrobe City Council -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and

2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings for offences against the Acts and regulations described in this instrument.

3. Any planning application which has received one or more objection(s).

Any planning application recommended for refusal (including planning applications where Council has no discretion for approval).

Any application of strategic significance (at the discretion of the CEO).

Any matter relating to the signing and sealing of Section 173 Agreements.

It is declared that this instrument -

- (a) comes into force immediately upon its execution;
- (b) remains in force until varied or revoked;
- (c) that any authority or appointment to the officer referred to in this Instrument is automatically revoked upon that officer ceasing employment with the Council.

This instrument is authorised by a resolution of the Council on 2nd December 2013.



The Common Seal of **LATROBE CITY COUNCIL**
was affixed in accordance with Local Law No. 1
this 3rd day of December 2013 in the presence of:

PAUL BUCKLEY PSM - *Chief Executive Officer*



Maddocks Delegations and Authorisations

*S11A. Instrument of Appointment and Authorisation (Planning and
Environment Act 1987)*



Latrobe City Council

Instrument of Appointment and Authorisation
(Planning and Environment Act 1987 only)

December 2013

Authorised Officer: Debbie Tyson



Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means -

Debbie Tyson

By this instrument of appointment and authorisation Latrobe City Council -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and

2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings for offences against the Acts and regulations described in this instrument.

3. Any planning application which has received one or more objection(s).

Any planning application recommended for refusal (including planning applications where Council has no discretion for approval).

Any application of strategic significance (at the discretion of the CEO).

Any matter relating to the signing and sealing of Section 173 Agreements.

It is declared that this instrument -

- (a) comes into force immediately upon its execution;
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- (c) that any authority or appointment to the officer referred to in this Instrument is automatically revoked upon that officer ceasing employment with the Council.

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PAUL BUCKLEY PSM - *Chief Executive Officer*



Maddocks Delegations and Authorisations

*S11A. Instrument of Appointment and Authorisation (Planning and
Environment Act 1987)*



Latrobe City Council

Instrument of Appointment and Authorisation
(Planning and Environment Act 1987 only)

December 2013

Authorised Officer: Danielle Douglas



Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means -

Danielle Douglas

By this instrument of appointment and authorisation Latrobe City Council -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings for offences against the Acts and regulations described in this instrument.
3. Any planning application which has received one or more objection(s).

Any planning application recommended for refusal (including planning applications where Council has no discretion for approval).

Any application of strategic significance (at the discretion of the CEO).

Any matter relating to the signing and sealing of Section 173 Agreements.

It is declared that this instrument -

- (a) comes into force immediately upon its execution;
- (b) remains in force until varied or revoked;
- (c) that any authority or appointment to the officer referred to in this Instrument is automatically revoked upon that officer ceasing employment with the Council.

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PAUL BUCKLEY PSM - *Chief Executive Officer*



Maddocks Delegations and Authorisations

*S11A. Instrument of Appointment and Authorisation (Planning and
Environment Act 1987)*



Latrobe City Council

Instrument of Appointment and Authorisation
(Planning and Environment Act 1987 only)

December 2013

Authorised Officer: Hayley Becker



Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means -

Hayley Becker

By this instrument of appointment and authorisation Latrobe City Council -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings for offences against the Acts and regulations described in this instrument.
3. Any planning application which has received one or more objection(s).

Any planning application recommended for refusal (including planning applications where Council has no discretion for approval).

Any application of strategic significance (at the discretion of the CEO).

Any matter relating to the signing and sealing of Section 173 Agreements.

It is declared that this instrument -

- (a) comes into force immediately upon its execution;
- (b) remains in force until varied or revoked;
- (c) that any authority or appointment to the officer referred to in this Instrument is automatically revoked upon that officer ceasing employment with the Council.

This instrument is authorised by a resolution of the Council on 2nd December 2013.



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was affixed in accordance with Local Law No. 1
this 3rd day of December 2013 in the presence of:

PAUL BUCKLEY PSM - *Chief Executive Officer*



Maddocks Delegations and Authorisations

*S11A. Instrument of Appointment and Authorisation (Planning and
Environment Act 1987)*



Latrobe City Council

Instrument of Appointment and Authorisation
(Planning and Environment Act 1987 only)

December 2013

Authorised Officer: Karen Egan

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Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means -

Karen Egan

By this instrument of appointment and authorisation Latrobe City Council -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings for offences against the Acts and regulations described in this instrument.
3. Any planning application which has received one or more objection(s).

Any planning application recommended for refusal (including planning applications where Council has no discretion for approval).

Any application of strategic significance (at the discretion of the CEO).

Any matter relating to the signing and sealing of Section 173 Agreements.

It is declared that this instrument -

- (a) comes into force immediately upon its execution;
- (b) remains in force until varied or revoked;
- (c) that any authority or appointment to the officer referred to in this Instrument is automatically revoked upon that officer ceasing employment with the Council.

This instrument is authorised by a resolution of the Council on 2nd December 2013.



The Common Seal of **LATROBE CITY COUNCIL**
was affixed in accordance with Local Law No. 1
this 3rd day of December 2013 in the presence of:

PAUL BUCKLEY PSM - *Chief Executive Officer*

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

16.4 DOCUMENTS PRESENTED FOR SIGNING AND SEALING

General Manager

Governance

For Decision

DECLARATION OF INTEREST

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

DOCUMENTS

PP 2013/178	<p>Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Wilkan Equities Pty Ltd as the owners of the Land more particularly described in Certificate of Title Volume 11433 Folio 162 being Lot 24 on PS 644800 situated at 35 Balmoral Place, Traralgon pursuant to Condition 7 on PP 2013/178 issued 16 October 2013 providing that prior to the issue of the Statement of Compliance of the subdivision, the operator of this permit must:</p> <ul style="list-style-type: none"> (a) Enter into an agreement with the Responsible Authority that requires any future development of the land be in accordance with the plans endorsed as part of Planning Permit 2013/178; (b) Make an application to the register of Titles to register the Section 173 Agreement on the title to the land under Section 181 of the Act; (c) Pay the reasonable costs of the preparation, review and execution and registration of the Section 173 Agreement; (d) Provide Council with a copy of the certificate of title with the Agreement registered.
Creation of Easement / PS 531365	<p>Creation of Easement under Section 45 (1) Transfer of Land Act 1958 between Latrobe City Council as Grantor and Central Gippsland Regional Water Corporation as Grantee being serviant land Part Municipal Purposes Reserve PS 531365, Cross's Road Traralgon and part Public Open Space, Drainage and Sewerage Reserve, Independent Way Traralgon for the purpose to Increase the width of the existing Sewerage Easement to service the Cross's Road Development and Ashworth Drive Traralgon for the consideration of \$1.00.</p>
Creation of Easement / PS 537951	<p>Creation of Easement under Section 45 (1) Transfer of Land Act 1958 between Latrobe City Council as Grantor and Central Gippsland Regional Water Corporation as Grantee being serviant land Part Municipal Purposes Reserve PS 537951, Cross's Road Traralgon and part Public Open Space, Drainage and Sewerage Reserve,</p>

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

	Independent Way Traralgon for the purpose to increase the width of the existing Sewerage Easement to service the Cross's Road Development and Ashworth Drive Traralgon for the consideration of \$1.00.
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Attachments
Nil

RECOMMENDATION

1. That Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Wilkan Equities Pty Ltd as the owners of the Land more particularly described in Certificate of Title Volume 11433 Folio 162 being Lot 24 on PS 644800 situated at 35 Balmoral Place, Traralgon pursuant to Condition 7 on PP 2013/178 issued 16 October 2013.
2. That Council authorises the Chief Executive Officer to sign and seal the Creation of Easement under Section 45 (1) Transfer of Land Act 1958 between Latrobe City Council as Grantor and Central Gippsland Regional Water Corporation as Grantee being serviant land Part Municipal Purposes Rese PS 531365, Cross's Road Traralgon and part Public Open Space, Drainage and Sewerage Reserve, Independent Way Traralgon for the purpose to Increase the width of the existing Sewerage Easement to service the Cross's Road Development and Ashworth Drive Traralgon for the consideration of \$1.00.
3. That the Council authorises the Chief Executive Officer to sign and seal the Creation of Easement under Section 45 (1) Transfer of Land Act 1958 between Latrobe City Council as Grantor and Central Gippsland Regional Water Corporation as Grantee being serviant land Part Municipal Purposes Reserve PS 537951, Cross's Road Traralgon and part Public Open Space, Drainage and Sewerage Reserve, Independent Way Traralgon for the purpose to increase the width of the existing Sewerage Easement to service the Cross's Road Development and Ashworth Drive Traralgon for the consideration of \$1.00.

**16.5 DELEGATION REQUEST FOR VCAT MEDIATION FOR A MULTI
LOT SUBDIVISION AT SILCOCKS ROAD, CHURCHILL**

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to request Council to delegate powers to an officer in order to participate in an upcoming VCAT mediation meeting, following Council resolution on the original planning permit application number 2012/071.

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 connected and inclusive community.

Latrobe City Council Plan 2013 - 2017

Strategic Direction – Built Environment

- *Promote and support high quality urban design within the built environment; and*
- *Ensure proposed developments enhance the liveability of Latrobe City, and provide for a more sustainable community.*

Legislation –

The discussions and recommendations of this report are consistent with the provisions of the *Planning and Environment Act 1987* (the Act), the *Local Government Act 1989* and the *Victorian Civil and Administrative Tribunal Act 1998* (VCAT Act) which apply to this application.

BACKGROUND

Council resolved to issue a Notice of Decision to Grant a Planning Permit 2012/071(NOD) for a multi lot subdivision at Silcocks Road, Churchill on 19 August 2013. As part of that application, six objections were lodged.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

Following that decision, an appeal was lodged by an objector to the decision of Council. Following the objector appeal, the applicant also lodged a concurrent appeal against some conditions included on the NOD.

VCAT has now set a date of 16 December 2013 to conduct a mediation meeting, in an attempt to resolve the matter before going to a full hearing.

ISSUES

Pursuant to section 89 of the VCAT Act, VCAT has directed that Council must be represented at the mediation meeting by someone who has authority to settle the proceeding on behalf of Council.

Given the application was decided by Council, relevant officers do not have delegation to settle the matter at VCAT.

Under section 89 of the VCAT Act, it is considered that the person representing Council must have the relevant authority to do so but also needs to have relevant experience and knowledge of such matters in order to fulfil that obligation.

Some council officers have delegation to mediate on behalf of Council at VCAT. However, those officers are unavailable to attend the scheduled meeting date.

The nature of the appeal lodged by the applicant relates to:

- The requirement to construct a new roundabout at the intersection of Acacia Way and the new access road into the development;
- The two court bowls at the eastern edge of the site be connected as a through road;
- The consequential rearrangement of lots adjacent the two proposed court bowls at the eastern edge of the site;
- The construction of Silcocks Road along the western boundary of the subject site; and
- Payment of 5% of the site value as a Public Open Space contribution.

The nature of the appeal lodged by the objectors relates to:

- Lack of appropriate consideration of native vegetation removal;
- The proposal has not adequately responded to environmental constraints of the site;
- The proposal fails to meet certain requirements of clause 56 of the Latrobe Planning Scheme (subdivision of land).

Given the nature of the matters in dispute, it is considered appropriate to delegate authority to the Coordinator Statutory Planning to settle any necessary matters on behalf of Council following the 19 August 2013 Council resolution.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)****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

No external consultation has occurred with respect to this matter as it is not considered consultation is necessary to request delegation following a Council resolution.

OPTIONS

1. Delegate authority to the Coordinator Statutory Planning to represent Council and settle the matter on behalf of Council at the forthcoming VCAT mediation session.
2. Not delegate authority to any officer and advise VCAT that Council will not be actively participating in the VCAT mediation meeting.

It should be noted that option two will result in a breach of section 89 of the VCAT Act.

CONCLUSION

Council is obligated to have a representative at the VCAT mediation meeting who has authority to settle the matter as per the directions VCAT have set down pursuant to section 89 of the VCAT Act.

Given the matters in dispute, it is considered appropriate to delegate authority to relevant officers to represent Council

Attachments

1. VCAT Mediation Notice
2. VCAT Mediation Information Sheet

RECOMMENDATION

That Council adopt option one above and delegate authority to the Coordinator Statutory Planning to attend and settle any relevant matters at the forthcoming VCAT mediation meeting for Planning Permit application 2012/071 Silcocks Road, Churchill.

16.5

Delegation Request for VCAT Mediation for a Multi Lot Subdivision at Silcocks Road, Churchill

- 1 VCAT Mediation Notice 439**
- 2 VCAT Mediation Information Sheet..... 441**

*Ass Sales
2008*

PLANNING AND ENVIRONMENT LIST

VCAT Reference Number: **P2088/2013 and
P2201/2013**

Your Ref:

28 October 2013

LaTrobe City Council
DX 217733
MORWELL

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED 29 OCT 2013	
R/O.	Doc No: 1025080
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy registered in DataWorks	<input type="checkbox"/> Invoice forwarded to accounts

Dear Sir/Madam

Referral to Mediation

**Application Concerning: Silcocks Road
CHURCHILL VIC 3842**

VCAT has referred this Application for Review to mediation under Section 88 of the Victorian Civil and Administrative Tribunal Act 1998.

This has been done because it appears that the application is one where the parties may be able to benefit from the opportunity to use a more flexible approach, and make use of a wider range of possible solutions than would be available at a formal VCAT hearing. Other people in similar proceedings have found mediation a very helpful way to reach a satisfactory outcome.

The mediation has been scheduled for **16 December 2013 at 11:30 am**. It is expected to take **120 minutes**. It will take place at **55 King Street, Melbourne**.

Pursuant to Section 89 of the Act it is also directed that;

- a) A natural person who is a party to the proceeding must attend the mediation either in person or by a representative who has authority to settle the proceeding on behalf of that party;
- b) Each body corporate which is a party (including a Responsible Authority, referral authority or statutory authority) must attend the mediation by a representative who has authority to settle the proceeding on behalf of that party;
- c) If the Application or permit application subject to the proceeding was made in the name of a person as agent or consultant for a principal, the principal must either attend the mediation in person or by a representative who has authority to settle the proceeding on behalf of the principal;
- d) Each party should commence the mediation with a short written statement briefly describing the proceedings and setting out the issues which that party considers are in dispute. [A form of statement for the purposes of this paragraph is attached].



Attached to this notice are the following documents:

1. Information sheet;
2. Opening Statement at a Mediation.

Please comply with the instruction in the attached material for completion of the opening statement.

This referral is not optional. It is done at the direction of VCAT. Failure to attend personally or by a duly authorised representative will be a breach of VCAT's direction.

Please note that if you do not attend the mediation, then under Section 78 of the *Victorian Civil and Administrative Tribunal Act 1998*, the Tribunal may:

- If you have made the application to the Tribunal, dismiss or strike out your application;
- If you are not the applicant, determine the application in favour of the applicant, make any appropriate orders, or strike you out as a party; or
- Make an order for costs against you under Section 109 of the *Victorian Civil and Administrative Tribunal Act 1998*.

If the mediation is successful, and results in an agreement, VCAT may make an order to give effect to the agreement, without further appearances being required in most cases. If the mediator is a member of VCAT, that member may make an order to implement the settlement.

Requests for adjournments, for which good reasons are required, should be treated in the same way as in the case for other hearing at VCAT, under Practice Note PNVCAT1 – Common Procedures.

If the mediation does not succeed, the proceeding will be fixed for hearing before VCAT. The hearing date will be fixed according to date of lodgment of the Application for Review, without any delay associated with this referral.

If you have any queries about the mediation, please contact us. Please quote the VCAT reference number.

Mediation Video Available

You may wish to view a 15 minute video about mediation which is available on the Internet (www.vcat.vic.gov.au) and on loan on video cassette or CD at no charge to you. The version available on the Internet may offer inconsistent picture quality due to limitations with internet technology. Please telephone VCAT if you would like us to post you a copy of the video cassette or CD. We ask that you return it to VCAT on the day of your mediation.

Yours faithfully

Melissa Biram

Victorian Civil and Administrative Tribunal (VCAT)
55 King Street Melbourne VIC 3000 Website www.vcat.vic.gov.au Telephone (03) 9628 9777
GPO Box 5408 Melbourne VIC 3001 Email vcat-civil@justice.vic.gov.au Facsimile (03) 9628 9789
Ausdoc DX 210576 Melbourne



Registrar, Administrative Division
Encl.

MEDIATION INFORMATION SHEET

Mediation is a confidential and informal process where the mediator (as a neutral and independent chairperson or facilitator) assists the parties in their efforts to reach an agreed settlement on all or some of the matters at issue in a proceeding. If mediation is to be successful parties must be prepared to consider options to resolve the matter beyond the positions they bring to the mediation.

Mediation is different from a VCAT hearing, although it may be conducted at the VCAT offices before a VCAT member. It is less formal and does not involve the mediator imposing a solution on the parties. You will be encouraged to discuss your dispute and to talk through the issues. The mediator does not make decisions for the parties and is not operating in judicial role; nor does the mediator offer opinions on the merits of a matter or conduct any assessment of likely outcomes if the matter were to proceed to a hearing.

What are the advantages of mediation?

- It provides parties with an opportunity to resolve disputes by agreement;
- It reduces tension between parties;
- It gives parties a chance to have discussions between themselves;
- It may end a dispute quickly.

What happens at a mediation?

A mediation will normally begin with each party in turn making a short opening statement describing the nature of the dispute from their point of view. The mediator will then identify the issues in dispute with the assistance of the parties. The mediator will then explore options with the parties for the resolution of those issues. The mediator may include a private session with each of the parties. Having identified the options the mediator will then help the parties to reach a negotiated settlement.

If an application does not settle at mediation you will be advised of the date for hearing of the matter.

Other matters prior to the mediation.

You should advise VCAT and the other parties as soon as possible if you believe there is some reason/s of a substantial nature why the mediation should not take place. VCAT will decide whether the mediation should proceed.

Either you or any person that attends the mediation on your behalf must be able to settle the application if an agreement is reached on the day.

The applicant for the permit should bring an extra copy of any relevant plans including elevations.

Victorian Civil and Administrative Tribunal (VCAT)
55 King Street Melbourne VIC 3000 Website www.vcat.vic.gov.au Telephone (03) 9628 9777
GPO Box 5408 Melbourne VIC 3001 Email vcat-civil@justice.vic.gov.au Facsimile (03) 9628 9789
Ausdoc DX 210576 Melbourne

Each party must complete the attached Mediation Statement prior to the date of the mediation and give it to the mediator on the day. The statement is not to be filed with the Tribunal prior to the mediation, as it is confidential. Its purpose is to clarify the respective positions of each of the parties to the application by identifying the issues that the parties consider most important to them.

If you fail to attend and participate in the mediation, the Tribunal has discretion to order that the costs of the other parties be paid by you.

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

16.6 PLANNING PERMIT APPLICATION 2013/190 - THREE LOT SUBDIVISION AT 45 ALAMERE DRIVE TRARALGON

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to determine Planning Permit Application 2013/190 for a three lot subdivision at 45 Alamere Drive, Traralgon.

DECLARATION OF INTERESTS

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

STRATEGIC FRAMEWORK

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

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objective – Built Environment

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

Latrobe City Council Plan 2013 - 2017

Planning for the future

Strategic Direction

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 and Environment Act 1987* (the Act) and the Latrobe Planning Scheme (the Scheme), which apply to this application.

BACKGROUND

SUMMARY

Land:	45 Alamere Drive, Traralgon, known as Lot 7 on Plan of Subdivision 110075.
Proponent:	Andrew McDonald C/- NBA Group Pty Ltd
Zoning:	Low Density Residential Zone (LDRZ)
Overlay:	N/A

**ORDINARY COUNCIL MEETING AGENDA
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A Planning Permit is required for subdivision of land in a Low Density Residential Zone in accordance with Clause 32.03-3 of the Scheme. Each lot must be at least 0.4 hectares (4,000 square metres).

A site context plan is included as Attachment 1 of this report.

PROPOSAL

It is proposed to subdivide the land into three lots. A copy of the proposed plan of subdivision is included as Attachment 2 of this report.

Proposed Lots 1, 2 and 3 would range in area between approximately 4800 square metres and 8100 square metres. The lots can be described as the following:

- Lot 1 would be generally rectangular in shape and would have a frontage of approximately 33 metres to Alamere Drive, a depth of 133 metres and a total area of 4823 square metres. Access would be provided from Alamere Drive via new bitumen sealed driveway crossover. The lot would contain a building envelope with an area of 400 square metres. The building envelope would be set back 28 metres from the site frontage, 6 metres from the east boundary, 10 metres from the west boundary and 70 metres from the south boundary. It is noted that one dwelling would be permitted to be constructed on the lot under the current zoning of the land without further planning approval.
- Lot 2 would also be generally rectangular in shape and would have a frontage of approximately 70 metres to Alamere Drive, a depth of 133 metres and a total area of 8169 square metres. Access the existing dwelling is provided via a bitumen crossover. The dwelling is set back approximately 60 metres from the frontage, 14 metres from the eastern property boundary, 11 metres from the western property boundary, and 36 metres from the southern property boundary. The dwelling is single storey and constructed out of rendered brick. There is also an ancillary garage and carport on site.
- Lot 3 would be generally rectangular in shape and would have a frontage of 51 metres to Alamere Drive, a depth of 133 metres, and a total area of 7379 square metres. Access would be provided from Alamere Drive via new bitumen sealed driveway crossover. A single tree is proposed to be removed from the site to provide for access to proposed lot. The lot would contain a building envelope which would be set back 35 metres from the site frontage, 11 metres from the east boundary, 10 metres from the west boundary, and 60 metres from the south boundary. It would have an area of 800 square metres. It is noted that one dwelling would be permitted to be constructed on the lot under the current zoning of the land without further planning approval.

The proposed internal boundaries have been informed by the location of existing fence lines and each allotment.

The provisions of the Low Density Residential Zone details that in the absence of reticulated sewerage an application must be accompanied by

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

a land capability assessment which demonstrates that each lot is capable of treating and retaining wastewater. A Land Capability Assessment (prepared by Simon Anderson Consults Structural, Civil and Project Engineers, dated 12 June 2013) has been submitted with the amended application and is included in Attachment 3 of this report.

A Stormwater Management Plan has also been submitted with the application (refer to Attachment 4). The plan proposes that Lot 1 and 3 include installing on site water tanks that would be connected to a stormwater property connection to an underground piped drainage system. Lot two will continue to discharge at its current rate.

Subject Land:

The subject site is located at 45 Alamere Drive, Traralgon, or more particularly described as Lot 7 on Plan of Subdivision 110075.

The site is rectangular in shape, with an area of 2.037 hectares and an abuttal to Alamere Drive along the full length of its northern boundary. The dimensions of the site are as follows:

- A frontage (northern boundary) measuring 154.90 metres;
- A rear (southern boundary) measuring 154.90 metres;
- A eastern side boundary measuring 133.70 metres; and
- A western side boundary measuring 133.70 metres.

The land is currently used for low density residential purposes and is developed with a large single storey brick dwelling, with attached carport and garage, in-ground pool, out-door tennis court and colour bond storage shed. The existing buildings are grouped together centrally in the lot, within 60 metres of the front boundary. The topography of the land is generally flat.

There are scattered landscaped gardens surrounding the dwelling comprising a combination of trees, shrubs and lawn cover. The remainder of the site comprises of cleared grass land with a number of canopy trees. The site is surrounded by post and wire fencing, with a brick pillar fence along a portion of the property frontage. Internal horizontal board fencing separates the site into three parts.

Primary access to the site is currently obtained from Alamere Drive via a sealed crossover and driveway. Informal access is available to both the east and western portions via gateways and gravel crossings.

Surrounding Land Use:

The site is located within an established low density residential precinct on the western periphery of Traralgon's urban area, approximately 2 kilometres west of the central activity district.

Surrounding the site to the north, east and west are low density residential allotments generally ranging between approximately 0.4 hectare and 3 hectares in area.

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The land to the south of the subject site is within the Rural Living Zone – Schedule 3 and comprises of the Traralgon Golf course.

It is noted that the subject site is located within the Draft Traralgon West Structure Plan study area (part of the Traralgon Growth Areas Review project).

HISTORY OF APPLICATION

A history of assessment of this application is set out in Attachment 6.

The provisions of the Scheme that are relevant to the subject application are included in Attachment 7.

LATROBE PLANNING SCHEME

State Planning Policy Framework

The proposal has been considered against the relevant clauses under the State Planning Policy Framework.

The objective of Clause 11.02-1 is to ensure a sufficient supply of land is available for, among other things, residential uses.

Strategies to achieve this include

- *Ensure that sufficient land is available to meet forecast demand.*
- *Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur.*
- *Restrict low-density rural residential development that would compromise future development at higher densities.*

The objective of Clause 11.05-1 Regional settlement networks is “to promote the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework plan”.

The Moe, Morwell and Traralgon cluster has been identified in the Regional Victoria Settlement Framework plan as one of the regional areas where urban growth should be directed.

Networks of high-quality settlements should be delivered by:

- *Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.*
- *Balancing strategic objectives to achieve improved land-use and development outcomes at a regional, catchment and local level.*
- *Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.*
- *Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs.*

Clause 11.05-4 Regional planning strategies and principles states that Victoria's regional areas should be developed with a strong identity, be prosperous and environmentally sustainable. The growth and development of distinctive and diverse regional settlements should be encouraged. This can be achieved by, among other things, ensuring that the potential of land that may be required for future urban expansion is not compromised.

Clause 19.03-2 refers to the provision of water supply, sewerage and drainage. The objective of this clause is *"to plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment"*.

Clause 19.03-3 Stormwater aims to reduce the impact of stormwater on bays and catchments.

To achieve this, water-sensitive urban design techniques should be incorporated into developments to:

- *Protect and enhance natural water systems.*
- *Integrate stormwater treatment into the landscape.*
- *Protect quality of water.*
- *Reduce run-off and peak flows.*
- *Minimise drainage and infrastructure costs.*

Local Planning Policy Framework

The subject site is in a Low Density Residential Zone located to the west of the main urban area of Traralgon. The objective of Clause 21.04 Rural Living is to identify appropriate locations for rural residential living. A strategy associated with this objective is to *"discourage further rural living or low density residential development on the fringes of the major towns where land is designated as a long-term urban growth corridor"*.

Traralgon West Interim Infrastructure Development Policy (TW Interim Policy) 11 POL-2

Pursuant to Section 60(1A)(g) of the Act, before deciding on an application, the responsible authority, if the circumstances appear to so require, may consider any other strategic plan, policy statement, code or guideline which has been adopted by a Minister, government department, public authority or municipal council.

In this case, the Traralgon West Interim Infrastructure Development Policy (TW Interim Policy) 11 POL-2 is applicable.

The TW Interim Policy applies to approximately 180 hectares of Low Density Residential zoned land to the west of Traralgon (or known as Traralgon West Low Density Residential Precinct). The subject site falls within this precinct.

This policy, adopted by Council on 7 February 2011, outlines the process by which Latrobe City Council will consider further subdivision of land within the Traralgon Low Density Residential Precinct, pending:

- Resolution and construction of agreed road and stormwater infrastructure services to be provided for the precinct;

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

- Mitigation of potential detriment to downstream landholders resulting from increased stormwater volumes;
- Establishment of an appropriate framework to assure the equitable distribution and sequencing of landowner financial contributions to agreed road and stormwater infrastructure services;
- Resolution of opportunities for the immediate and long term provision of medium density residential development within the LDRZ precinct.

Before deciding on an application to subdivide land, the responsible authority must also consider:

- *The directions of this policy [TW Interim Policy];*
- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;*
- *The Decision Guidelines provided by the Latrobe Planning Scheme at Clause 32.03-3 and Clause 65;*
- *The need to prevent the subdivision of land which may compromise future opportunities for future residential development within the precinct;*
- *Whether the proposal will result in increased stormwater volumes being generated and whether this is likely to have an adverse impact on other property;*
- *Whether a stormwater management plan has been submitted and that the plan is to the satisfaction of the responsible authority;*
- *Whether each proposed lot has a legal point of vehicle access via a government road;*
- *Consideration of any management plan or infrastructure contribution scheme being prepared for the precinct; and*
- *The need to include a condition requiring specified works or services to be provided or paid for in accordance with an agreement under Section 173 of the Planning and Environment Act 1987. The 173 Agreement is to be prepared to ensure:*
 - (a) *present and future landowner awareness of the possible higher density residential development occurring within the Traralgon LDRZ precinct; and*
 - (b) *Financial contributions are provided for the provision of future stormwater and road infrastructure within the Traralgon LDRZ precinct.*

Traralgon Growth Area Review (TGAR) and Draft Traralgon West Structure Plan

TGAR is intended to provide a growth strategy that identifies areas for future urban development around Traralgon, Traralgon-Morwell Corridor, Glengarry and Tyers up to the year 2051. The subject site is within the study area of TGAR.

The Traralgon Framework Plan and the Traralgon West Structure Plan form part of the draft TGAR documents.

Draft Traralgon Framework Plan

The Draft Traralgon Framework Plan places the subject land in Area 15 where land is identified as suitable for being progressively rezoned and redeveloped in the future to provide further conventional residential land for Traralgon. The Framework Plan states that, as a priority, increased residential densities should be sought for the land in Area 15.

Draft Traralgon West Structure Plan

The draft Traralgon West Structure Plan shows the site within Area 5. Information regarding Area 5 in the Plan is as follows:

“Existing Low Density Residential and Rural Living zoned land in the south of the precinct...should intensify through development at conventional residential densities. A Development Plan should be prepared for the identified areas in collaboration with the existing landowners to ensure that appropriate connections and infrastructure is established as densities increases.”

Zoning

The subject site is located within the Low Density Residential Zone. The primary purpose of the zone is *‘to provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater’*. In accordance with the LDRZ provisions, a permit is required to subdivide land and each of the proposed lots must be at least 0.4 hectare. The proposed subdivision satisfies this requirement with all lots proposed to be 0.4 hectares or greater in size.

In accordance with Clause 32.03-3 of the Scheme, Council must consider the relevant decision guidelines of the LDRZ. A discussion of the decision guidelines is in the Issues section of this report.

Particular Provisions*Clause 52.01 Public Open Space Contribution and Subdivision:*

Council’s Public Open Space Strategy requires a contribution from the developer of 10% of the value of the net developable area of the land to be provided in either cash or land or a combination of both for public open space. This strategy has been adopted by Council but is not incorporated into the Latrobe Planning Scheme. Therefore, in this instance, a cash contribution of 5% would be required in accordance with the Section 18 of the *Subdivision Act 1988*.

Decision Guidelines (Clause 65):

Clause 65.02 provides decision guidelines to consider when assessing applications to subdivide land. These guidelines are discussed in the Issues section of this report.

ISSUES

Strategic direction of the State and Local Planning Policy Frameworks:

The State and Local Planning Policy Frameworks acknowledge the need to protect land on the outskirts of established urban areas in the event that it may be required for future growth of a town. In particular, Clause 11.02-1 of the Scheme aims to restrict low density rural residential development that would compromise future development at higher densities. Clause 21.04-3 of the Scheme generally discourages further rural living or low density residential development on the fringes of the major towns where land is designated as a long-term urban growth corridor.

In addition, Council's draft Traralgon Growth Area Review report and draft Traralgon West Structure Plan have identified that there are some significant constraints associated with future residential development of Traralgon. In particular, the floodplain associated with Latrobe River located to the north of the town, and the proposed Traralgon bypass to the south of the town restricts the ability for growth in these directions. Areas to the east and directly to the west of Traralgon (including the subject land) therefore represent opportunities for future growth for the town, and ad-hoc subdivisions should be avoided to provide maximum opportunity for future residential development.

The subject land has been identified as being located within a 'proposed conventional residential' area, in accordance with Council's draft Traralgon West Structure Plan. The 'Proposed Zoning' plan shows the land as 'proposed Residential 1 Zone'.

Whilst the proposed three lot subdivision may assist with the short term provision of low density residential lots, it affects the future ability of the land to be further subdivided and restricts the potential for a higher density lot yield in the future. It does so at a general level, because, as is recognized in the strategic planning documents for Traralgon, the more fragmented land is, and the more land owners that are involved, the more difficult it is to achieve the coordinated redevelopment of an area to a higher residential density. The further fragmentation of the site will also set a precedent which may influence other similar applications currently before Council, potentially also leading to those other sites being fragmented.

TW Interim Policy

The proposal has been assessed against the TW Interim Policy and found to not comply on the following grounds:

- The proposal would result in the subdivision of land which would compromise future opportunities for residential development within the precinct.

On the above basis, it is considered that the proposal to create two additional lots will result in a long term detrimental impact on potential future residential growth of Traralgon, given the existing development constraints around the town boundaries. The proposal would restrict the

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

orderly planning of Traralgon and hinder the potential for well planned, sustainable growth of the town.

'Purpose' and 'Decision Guidelines' of the Low Density Residential Zone:

The subject land is contained within the Low Density Residential Zone of the Scheme. The primary purpose of the zone is *'to provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater'*. In accordance with the LDRZ provisions, a permit is required to subdivide land and each of the proposed lots must be at least 0.4 hectare. Given the site comprises 2.037 hectares in overall area, this allows Council to consider the subject application to subdivide the site into 3 lots.

However, it should be noted that Clause 65 of the Scheme states that because a planning permit can be granted does not imply that a permit should or will be granted. Council must decide whether the proposal will produce acceptable outcomes in terms of the relevant provisions of the Scheme.

Clause 65 (Decision Guidelines):

Before deciding on an application to subdivide land, the responsible authority must also consider the decision guidelines of Clause 65. In response to the guidelines, the following comments are made:

- The land is located in a designated long-term urban growth corridor for Traralgon. Subdivision of the lots into further low density residential lots would restrict the potential for a higher density lot yield from this site in the future.

It should be noted that in *Cuddy v Latrobe* [2011] VCAT 1169, the Tribunal in considering the application for a 5 lot subdivision at 55 Regan Road in Traralgon, and the general issue of the future residential development of this area, concluded that there was no longer a shortage of land supply. However, since that decision, a significant amount of further strategic work has been undertaken by Council and it has become evident from the relevant strategic work, such as Council's Traralgon Growth Area Review Project, that there is still a strong need for the area containing the subject land to be available for higher density residential development in the future.

In a more recent case, *Vogt v Latrobe* [2012] VCAT 3197, the Tribunal in considering the application for a 4 lot subdivision at Lot 3 Bradford Drive Traralgon, accepted that *'there is strong policy support against the proposal [low density subdivision] in the Planning Scheme and the associated strategic work of the Latrobe City Council for the expansion of Traralgon'*, and directed to refuse the 4 lot subdivision proposal in Traralgon West area based on grounds of compromising potential for increased urban densities.

On the above basis, it is reasonable to consider that the subject proposal to create two additional lots will result in a long term detrimental impact on potential future residential growth of Traralgon, given the existing development constraints around the town boundaries. The proposal will

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

restrict the orderly planning of future growth for the town and may hinder the capabilities for well planned, sustainable growth of the town. The proposal is considered to be contrary to Council's strategic direction for the area.

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).

INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

Notification:

In accordance with the notice requirements of Section 52(1) of the Act, notice was provided to adjoining property owners and occupiers of the proposal and a sign was displayed on the site for 14 days. As a result of the notification process, the application received no submissions.

External:

In accordance with the referral requirements of Section 55 of the Act, the application was referred to SP AusNet Pty Ltd, Gippsland Water and GasNet for consideration.

There was no objection to the granting of a permit subject to a range of conditions from Gippsland Water and SP AusNet Pty Ltd.

Internal:

The application was referred internally to Council's Infrastructure Planning, Strategic Planning and Health Services teams for consideration. Council's internal teams had no objection to the granting of a permit subject to the inclusion of conditions.

OPTIONS

Council has the following options in regard to this application:

- 1 Issue a Notice of Decision to Grant a Planning Permit: or
- 2 Refuse to Grant a Planning Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

CONCLUSION

Having evaluated the proposal against the relevant provisions of the Scheme, it is considered that the application is inconsistent with the relevant objectives and decision guidelines of the Scheme. It is therefore recommended that a refusal to grant a Planning Permit be issued for the reasons set out in this report.

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

1. Site context plan
2. Plan of subdivision
3. Land Capability Assessment
4. Stormwater detention design for Lot 1
5. Stormwater detention design for Lot 3
6. History of application
7. Relevant Planning Scheme Ordinance

RECOMMENDATION

That Council issues a Notice of Refusal to grant a planning permit, for the three lot subdivision at 45 Alamere Drive, Traralgon (or more particularly described as Lot 7 on Plan of Subdivision 110075), on the following grounds:

- 1. The proposal is inconsistent with Clause 11.02-1 (Supply of Urban Land) and Clause 21.04-3 (Rural Living Overview) of the Scheme by facilitating an inappropriate low density residential subdivision on land that is designated as a long-term urban growth corridor. The proposal would compromise future development at higher densities and restrict the orderly planning of future growth for Traralgon.**
- 2. The proposal is considered to be inconsistent with Clause 65.02 (Decision Guidelines).**
- 3. The proposal is inconsistent with Council's Traralgon West Interim Infrastructure Development Policy 11 POL-2.**

16.6

PLANNING PERMIT APPLICATION 2013/190 - THREE LOT SUBDIVISION AT 45 ALAMERE DRIVE TRARALGON

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	Client: NBA Group	Designed: SJA
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LAND CAPABILITY ASSESSMENT ON-SITE DOMESTIC WASTEWATER



Proposed Lot 1 (No.45) Alamere Drive, Traralgon



Proposed Lot 3 (No.45) Alamere Drive, Traralgon

Subject Land	45 Alamere Drive, Traralgon VIC 3844
Client	NBA Group
Postal Address	93 Macalister St, Sale VIC 3850
Contact	Nick Anderson (Mob) 0418 402 240, (Ph) 5143 0340, (Email) nick@nbagroup.com.au
Map Reference	Vicroads 696 C7
Municipality	Latrobe Shire Council
Proposed Development	Assume a 4 Bedroom Residence (Potential Occupancy = No. of Bedrooms + 1) ¹
Design Flow	150 L/person/day ² (for reticulated water supply and household water reduction fixtures)
Anticipated Wastewater Load	750 L/day
Treatment System Required	Secondary treated effluent to minimum 20/30 standard (ie. AWTS³ or sand filter)
Disposal System Required	Sub-surface irrigation – Area of 250m²

¹ As identified in Victorian EPA Draft Code of Practice – Onsite Wastewater Management (publication 891.3, Feb 2013) Section 4.3.1

² As identified in AS/NZS 1547:2012 – Onsite Domestic Wastewater Management (Appendix H, Table H1)

³ AWTS – Aerated Wastewater Treatment System (EPA approved)

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1.0 INTRODUCTION

Simon Anderson Consultants were engaged to undertake a land capability assessment for the purpose of on-site domestic wastewater management of the Proposed Subdivision at 45 Alamere Drive, Traralgon. The field investigation and report have been undertaken by suitable experienced staff.

The assessment was completed in accordance with the Environment Protection Authority’s *Code of Practice – Onsite Wastewater Management* (EPA Publication No. 891.3, Feb 2013), guidelines for *Land Capability Assessment For On-Site Wastewater Management* (EPA Publication No. 746.1, March 2003), *On-Site Domestic Wastewater Management* (AS/NZS 1547:2012) and Latrobe City’s *Municipal Domestic Wastewater Management Plan*.

Information and results are presented in table form for clear data presentation and ease of identification of key points. **Detailed recommendations presented on page 8 of the report. LCA is to be read in conjunction with Site Features Plan 334960-LC1.**

2.0 PURPOSE/SCOPE OF ASSESSMENT

Purpose and Scope of Assessment	Broad-scale assessment for subdivisional purposes (often requires further lot-specific assessment at later date)	<input type="checkbox"/>
	Detailed investigation for lot-specific management requirements	<input checked="" type="checkbox"/>

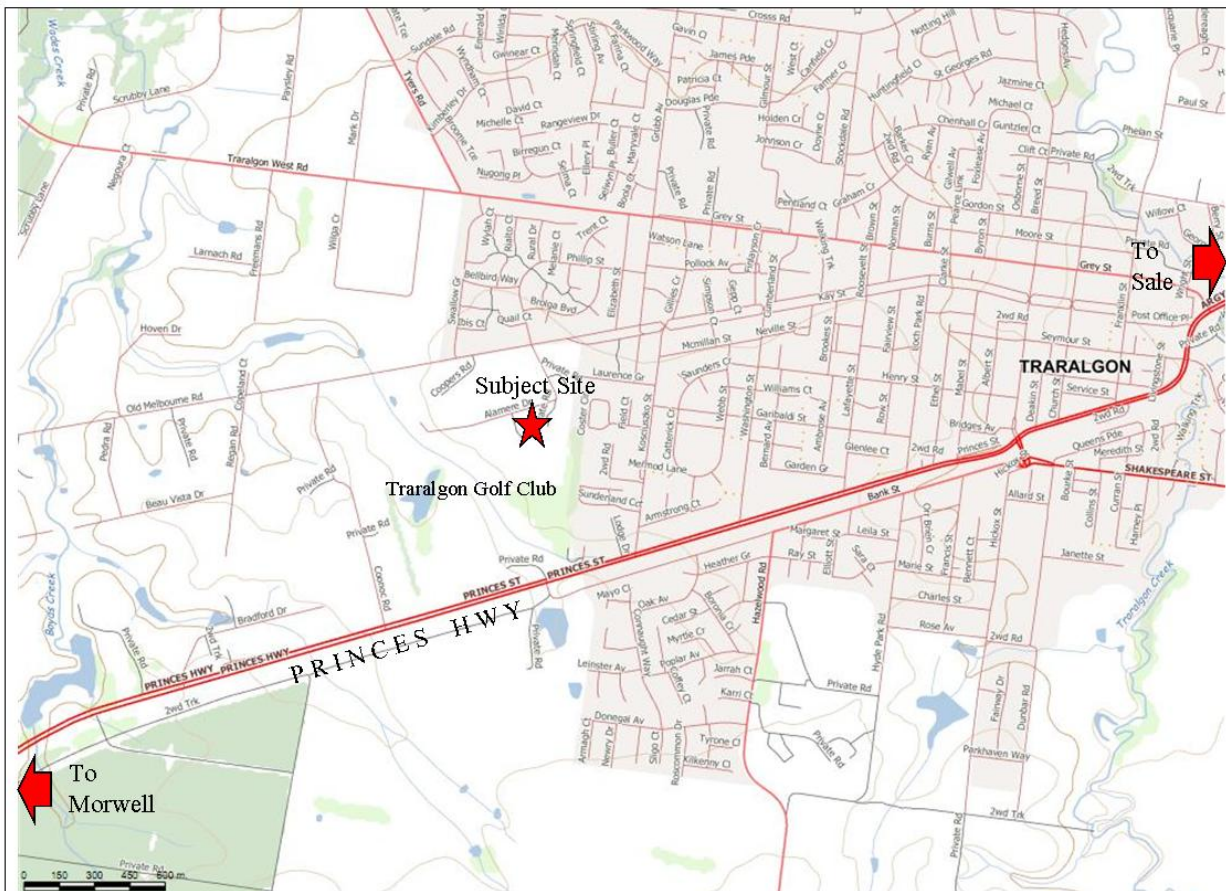


Figure 1: Locality Plan

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3.0 SITE KEY FEATURES

Criteria / Feature	Description	Implications for Wastewater Management
Allotment/s		
Title details	Lot 7, LP 110075, Council Property No: 33972	
No. of Lots Proposed	3	
Lot size (EPA recommended minimum lot size = 1.0 ha)	Lot 1 – 4,823 m ² (Vacant) Lot 2 – 8,169 m ² (Existing Dwelling) Lot 3 – 7,379 m ² (Vacant)	Relatively small allotments, all less than the EPA recommended 1.0 ha. Will require well managed and designed disposal systems (refer to criteria outlined in Recommendations)
Dwelling Usage	Likely to be permanent	
Adjoining Lot sizes	0.4 ha – 2.0 ha in size. Along south side of Alamere Drive.	Overall volume of wastewater being disposed to land in the local district is moderate.
Current Land Use	Existing Residence will be situated on Lot 2 (0.82ha)	The existing dwellings wastewater management is to comply with the relevant codes and standards.
Infrastructure		
Zoning & Overlays	Low Density Residential Zone (LDRZ)	
Nearest Reticulated Sewer	Township of Traralgon	The area is unlikely to be sewered in the short term future.
Reticulated Water	Available on existing allotment	Increases the risk of excessive water usage by future dwellings.
Power	Available on existing allotment	Allows ready use of wastewater treatment plant
Land Features		
Geology	Nxh (Tph) – Tertiary Non-marine (Alluvial) Deposits consisting of Fluvial: sand, silt, gravel, Ferruginous sand (from 1:250,000 Geological Map Series WARRAGUL)	Observed Soils dominated by sandy loams and silt, overlying silty clays.
Elevation	Approx 63m AHD	
Landscape Elements	The site is located on a low relief plains system, with a yellow duplex sedimentary landscape.	Run-off upslope negligible
Fill	Natural soil profiles were observed throughout the site. No fill was observed.	No filling is proposed in the effluent management area.
Aspect	Area of investigation is relatively flat.	Increases sun exposure for improved efficiency of effluent disposal fields
River/Stream Catchment	No creeks or waterways in allotments.	Risk is reduced
Dams/Surface Water	None	Risk is reduced
Rock Outcrop	None	Reduces limitations and maximises efficiency of effluent disposal fields
Erosion	No evidence of sheet or rill erosion.	The erosion hazard is low.
Vegetation	Predominantly grass with some vegetated areas of EVC 55: Plains Grassy Woodland	Some vegetation clearing may be required for establishment of effluent disposal field or dwelling development
Climate	Temperate	Reduces variation in efficiency of effluent field
Solar Exposure	Low. Extensive shading from existing vegetation occurs on both vacant allotments.	Reduces efficiency of effluent disposal fields
Recommended Buffer Distances	All buffer distances recommended in Table 5 of EPA Publication 891.3, (Feb 2013) are achievable and do not significantly limit siting of the LAA in this case	
Available Land Application Area (LAA)	Considering all site constraints and the buffers mentioned above, the site has adequate land that is suitable and available for land application of treated effluent. The preferred area is nominated on the site features plan.	By using a system that provides secondary treatment and pressurized sub-surface irrigation, there will be ample protection for surface and groundwater

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4.0 SOIL ASSESSMENT & CONSTRAINTS

The sites soils have been assessed for their suitability for onsite wastewater management by a combination of soil survey and desktop review of published soil survey information as outlined below.

4.1 Published Soils Information

Soils of the site have been mapped and described in Department of Environment and Primary Industries "*Soils and Landforms of West Gippsland – Traralgon: 100 000 map sheet*" and are described as belonging to the Loy Yang (Ly) map unit. This unit occurs on weakly dissected undulating plains and is comprised of Alluvial sediments deposited in the late Pliocene to Early Pleistocene period.

The surface soils are generally greyish brown hard-setting sandy loams to sandy clay loams. The sub-surface is always conspicuously bleached (typically pale brown to pale greyish brown) and often contain iron nodules. Brown or yellowish brown mottled medium to heavy clays occur abruptly at 30cm to 45cm. These soils are generally classified as Brown or Yellow Sodosols.

4.2 Soil Survey and Analysis

A Soil survey was carried out at the site to determine suitability for application of treated effluent. Subsoil investigations were conducted at both vacant lots, within the vicinity of the proposed building envelopes, as shown on the Site Features Plan, using a hand auger (B1-2). This was sufficient to adequately characterise the soils, as only minor variation would be expected throughout the area of interest.

Samples of all discrete soil layers for test bores 1 & 2 were collected for subsequent laboratory analysis of pH⁴, electrical conductivity⁵ and Emerson Aggregate Class⁶.

⁴ The pH of 1:5 soil/water suspensions was measured using a Merck pH strip

⁵ EC (dS m⁻¹) was calculated by measuring the electrical conductivity of 1:5 soil water suspension.


⁶ Appendix C shows photographic results of Emerson Aggregate Test (Slaking/Dispersion)
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Soil Features: TEST BORE 1			
Soil Horizon	A1	A2	B1
Depth (mm)	0 - 100	100 - 400	400 +
Field Texture Grade ⁷	L	CL	LMC
Structure	Moderate	Weak	Massive
pH	6.0	6.0	5.5
EC (dS m ⁻¹)	0.00	0.00	0.01
Salinity Hazard	Non Saline	Non Saline	Non Saline
Dominant Colour	Greyish Brown	Pale Brown	Yellowish Brown
Mottles	-	-	-
Dispersion	8	2	1
Coarse Fragments (% Volume)	-	-	-
Soil Category (AS/NZ1547:2012)	3	4	5
Design Irrigation Rate ⁸ (DIR mm/day)	4	3.5	3
Design Loading Rate ⁹ (DLR mm/day)	15	6	NR

NA: Not Applicable

NR: Not Recommended

Depth (m)	Description	Horizon	
0.1	TOPSOIL: Dry, Sandy Loam	A1	
0.2	SILT: Dry, Very Dense	A2	
0.3	paler with depth		
0.4	becoming clayey		
0.5	CLAY: Dry, Very Stiff, Silty	B1	
0.6			
0.7			
0.8			
0.9			
1.0			
1.1			
1.2			
1.5+			

Soil Bore Log Profile

⁷ Refer Appendix D for description details (all soil samples were sieved to minus 2mm and air-dried before being analyzed)

⁸ For drip irrigation (Refer Table M1 of AS/NZS 1547:2012)


⁹ For trenches and beds

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Soil Features: TEST BORE 2			
Soil Horizon	A1	A2	B1
Depth (mm)	0 - 100	100 - 400	400 +
Field Texture Grade ¹⁰	L	CL	LMC
Structure	Moderate	Weak	Massive
pH	6.5	6.5	6.5
EC (dS m ⁻¹)	0.01	0.00	0.01
Salinity Hazard	Non Saline	Non Saline	Non Saline
Dominant Colour	Greyish Brown	Pale Brown	Pale Brown
Mottles	-	-	-
Dispersion	8	2	1
Coarse Fragments (% Volume)	-	-	-
Soil Category (AS/NZ1547:2012)	2	4	5
Design Irrigation Rate ¹¹ (DIR mm/day)	4	3.5	3
Design Loading Rate ¹² (DLR mm/day)	15	6	NR

NA: Not Applicable

NR: Not Recommended

Depth (m)	Description	Horizon	
0.1	TOPSOIL: Dry, Sandy Loam	A1	
0.2	SILT: Dry, Very Dense	A2	
0.3	paler with depth		
0.4	becoming clayey		
0.5	CLAY: Dry, Very Stiff, Silty	B1	
0.6			
0.7			
0.8			
0.9			
1.0			
1.1			
1.2			
1.5+			

Soil Bore Log Profile

¹⁰ Refer Appendix D for description details (all soil samples were sieved to minus 2mm and air-dried before being analyzed)

¹¹ For drip irrigation (Refer Table M1 of AS/NZS 1547:2012)

¹² For trenches and beds

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5.0 LAND CAPABILITY ASSESSMENT MATRIX

Land features	Land capability class rating					
	Very good (1)	Good (2)	Fair (3)	Poor (4)	Very Poor (5)	
General characteristics						
Site drainage	No visible signs of dampness	Moist soil, but no water in pit		Visible signs of dampness	Water ponding on surface	
Runoff	None	Low	Moderate	High - diversionary structures req'd	Very High - diversion not practical	
Flood/inundation potential (yearly return exceedence)	Never		< 1 in 100	< 1 in 30	> 1 in 20	
Proximity to watercourses	> 60m				< 60m	
Slope (%)	0 - 2	2 - 8	8 - 12	12 - 20	> 20	
Landslip	None Evident		Low potential for failure	High potential for failure	Present or past failure	
Seasonal water table depth (m) (incl. perched water tables)	>5	5 - 2.5	2.5 - 2.0	2.0 - 1.5	< 1.5	
Rock Outcrop (% of land surface containing rocks > 200mm)	0	< 10%	10-20%	20-50%	>50%	
Vegetation Type	Turf or pasture				Dense forest with little understorey	
Average Rainfall (mm/yr)	< 450	450 - 650	650 - 750	750 - 1000	> 1000	
Pan Evaporation (mm/yr)	> 1500	1250 - 1500	1000 - 1250	-	< 1000	
Fill	No Fill		Fill present			
Soil profile characteristics*						
Structure	High	Moderate	Weak	Massive	Single Grained	
Profile depth (of limiting Horizon B1)	> 2.0m	1.5m - 2.0m	1.5m - 1.0m	1.0m - 0.5m	< 0.5m	
Soil permeability category ¹³	2 and 3	4		5	1 and 6	
Presence of mottling	None				Extensive	
Coarse Fragments (% volume)	<10	10-20	20-40		>40	
pH	6 - 8		4.5 - 6		<4.5, >8	
Emerson Aggregate Test (dispersion/slaking)	4, 6, 8		5	7	2, 3	1
Salinity (dS/m) (Electrical Conductivity)	<0.3	0.3 - 0.8	0.8 - 2	2 - 4	>4	
Overall Site Rating¹⁴			Fair		3	

*relevant to the sites most restrictive soil layer(s)

¹³ Refer Table 5.1 (Determination of Soil Category) of AS/NZS 1547:2012

¹⁴ A description of each Land Capability Class Rating is provided in Appendix A. 334960 LCA

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6.0 CONCLUSION

This LCA has been prepared to accompany a development application to Latrobe City Council for a Proposed Subdivision and associated necessary wastewater management system. As such, this report provides recommendations for treatment and land application systems that are appropriate to the land capability.

The site has a number of limitations that result in the development being unsuitable for traditional septic tank and subsoil absorption trenches:

- Limiting Horizon B1 (Light to Medium Clays) not suitable for trenches,
- Shallow depth of limiting soil horizon (400mm max)
- Effluent at risk of transmission to adjoining properties and Public Golf Course.

The following section provides an overview of a suitable system, with sizing and design considerations. Detailed design for the system is beyond the scope of this study, but should be undertaken at the time of building application and submitted to Council.

7.0 RECOMMENDATIONS

It is recommended based on this LCA, that the development of a Proposed 3 Lot Subdivision at 45 Alamere Drive, as indicated on the Site Features Plan 334960 - LC1, shall comply with the following:

- Install a system that provides secondary treatment with disinfection to meet EPA requirements for irrigation. Indicative target effluent quality is a minimum EPA standard 20mg/L BOD and 30mg/L SS. Several suitable options are available, including aerated wastewater treatment systems (AWTS) and single pass sand filters. Either of these options is capable of achieving the desired level of performance and final selection is the responsibility of the property owner, who will forward details to Council for approval.
- On-site disposal of domestic wastewater should occur within the proposed Land Application Areas (refer Site Features Plan 334960 - LC1). The client is allowed flexibility in selecting the final location and configuration of the irrigation systems, provided they remain within these envelopes and in accordance with the relevant codes/standards.
- Calculation of Irrigation Area based on AS/NZ 1547 equation $A=Q/DIR$

	2 Bedrooms	3 Bedrooms	4 Bedrooms	5 Bedrooms
Q (L/day)	450	600	750	900
DIR (mm/day)	3	3	3	3
Irrigation Area (m²)	150	200	250	300
Max ww storage depth	33mm	33mm	33mm	33mm

Note: Maximum wet weather storage depth of less than 100mm required (refer Appendix B for full details)

- To determine if the irrigation areas recommended above are adequate, a water balance¹⁵ modelling has been undertaken to achieve a maximum wet weather storage depth of less than 100mm. Refer Appendix B for full details and calculations.
- Alternative effluent disposal systems, such as trenches and/or above ground irrigation, are not to be utilised without prior consultation and approval from Simon Anderson Consultants.
- Minimum setbacks and buffer distances must be obtained when establishing effluent disposal envelopes, as per *EPA Code of Practice – Onsite Wastewater Management, publication 891.3, (Feb 2013)*.
- The owner shall consult an irrigation expert familiar with wastewater irrigation equipment, to help design and install the irrigation system. The irrigation plan must ensure good, even application of effluent.

¹⁵ Water Balance undertaken in accordance with EPA Publication 168 (1991), Guidelines for Wastewater Irrigation. 334960 LCA

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8.0 MANAGEMENT PROGRAM

8.1 Installation Issues

To ensure the satisfactory installation and operation of the AWTS and sub-surface irrigation, the following measures are to be implemented:

- Stormwater flows from the roof must be discharged at a point well clear of the effluent disposal field and runoff from paved surfaces and driveways must be directed away from the disposal site.
- Installation of the sub-surface irrigation system to be undertaken when the soils are dry or moist, not when the ground is saturated;
- Sub-surface irrigation system to be designed to minimise root intrusion from trees;
- Sub-surface irrigation system to utilise pressure dosing to ensure effluent is applied uniformly throughout the effluent disposal area.

8.2 Ongoing Management & Maintenance Issues

To ensure the satisfactory ongoing performance of the proposed AWTS and sub-surface irrigation, the owners/occupiers will need to ensure that:

- No buildings or impermeable surfaces are constructed on or over the effluent disposal areas;
- Heavy equipment is kept away from effluent disposal areas whilst the soil is saturated;
- The primary effluent disposal field is maintained as a grassed area, or planted out with shrubs that tolerate wet conditions, have high evapo-transpiration capacity and can tolerate phosphorus levels typically found in treated effluent;
- Trees and/or thick shrubs **are not** to be planted out along the northern or western edges of the effluent disposal areas to prevent exposure to both wind and sun.

The installer of the AWTS and sub-surface irrigation is to ensure that the owners/occupants are aware of and fully understand their responsibilities in relation to operating the treatment system, maintenance requirements and what should be done in the event of any problems. The satisfactory ongoing performance and longevity of the AWTS and sub-surface irrigation can be enhanced by:

- Ensuring that maintenance requirements are undertaken regularly in accordance with the systems' requirements and that both they and future owners/occupiers are aware of the systems capabilities, limitations and ongoing requirements;
- Using biodegradable soaps, low phosphorous detergents and detergents that have low salt, sodium and chlorine levels;
- Limiting the use of germicides (such as strong detergents, disinfectants, toilet cleaners, whiteners and bleaches);
- Not flushing disposable nappies, sanitary napkins or other hygiene products into the systems;
- Not flushing chemicals, paint or similar substances into the systems.

NOTE: This report and associated plan(s) does not constitute a Septic Tank Permit. Such a permit should be obtained separately from the Environmental Health Department of Latrobe City Council after development approval is obtained and prior to plumbing works commencing.

APPENDIX A

Capability Class	Degree of Limitation	General Description
Rating 1	None to Very Slight	The proposed subdivision is suitable for on-site disposal of septic tank discharge. The limitations or environmental hazard from long-term use are considered very slight. Standard performance measures for design, installation and management should prove satisfactory.
Rating 2	Slight	The site has been identified as generally suitable for on-site effluent disposal but there is a slight associated environmental hazard expected. One or more land limitations are present, which may not be compatible with 'straight forward' conventional on-site disposal. The wastewater management program will require careful planning, adherence to specifications and adequate supervision.
Rating 3	Moderate	The site has only a fair capability for on-site effluent disposal with a moderate associated environmental risk always present. Very careful site selection, preparation and specialized design will be required to address the identified land constraints. A management program should be delivered to the responsible authority with the development application and prior to earthworks commencing. It is recommended that, in order to achieve BPEM, wastewater-processing systems which can attain a higher level of treatment with basic monitoring should be considered as an alternative to standard conventional trench disposal.
Rating 4	High	Areas have a poor capability rating with a high associated environmental risk. Considerable difficulties are expected during siting and installation of the wastewater treatment system and during routine operation. A very high Engineering input and close supervision would be needed to minimize the environmental impact. Alternative wastewater processing systems capable of consistently producing a high quality secondary effluent (such as aerated wastewater treatment plants) together with a close monitoring program should be seriously investigated and adopted.
Rating 5	Severe	Areas have a very poor capability and there is severe associated environmental risk. The areas are not generally considered suitable for disposal of septic tank effluent by trench systems. The high levels of Engineering input and management needed at all stages are unlikely to adequately address the identified land constraints and achieve a sustainable outcome. Reticulated sewerage is usually the only acceptable option.

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APPENDIX B

Traralgon EPA 085009 Evap.data **East Sale 085072**
Mean average Pan evaporation
 Source: AS1547-1994 - Table G1 (Prepared by R.A. Patterson, Lanfax Labs. Armidale updated April 2008)

1	2	3	4	5	6	7	8	9		
Month	Days per month	daily pan (B Met)	Pan Eo	Et +CF Eo	Rainfall P	Retained Rainfall Re=(1-r)P	LTAR*N	Disposal rate/month (Et-Re)+ LTAR*N	Effluent applied per month	Size of area (By(7))
		mm	mm	mm	mm	mm	mm	mm	L	m2
Jan	31	6.5	201.5	171	37.5	26.3	93	238.0	23250	98
Feb	28	5.8	162.4	138	51	35.7	84	186.3	21000	113
Mar	31	4.4	136.4	118	44.8	31.4	93	177.6	23250	131
Apr	30	2.8	84.0	55	52.6	36.8	90	107.8	22500	209
May	31	1.7	52.7	34	40.8	28.4	93	98.9	23250	235
Jun	30	1.4	42.0	27	45.3	31.7	90	85.6	22500	263
Jul	31	1.5	46.5	30	51.2	36.8	93	87.4	23250	268
Aug	31	2.1	65.1	42	60.2	42.1	93	93.2	23250	250
Sep	30	3.1	93.0	60	56.5	39.5	90	110.9	22500	203
Oct	31	4.0	124.0	105	56.7	39.7	93	158.7	23250	146
Nov	30	5.1	153.0	130	63.5	44.5	90	175.6	22500	128
Dec	31	6.0	186.0	158	54.8	38.4	93	212.7	23250	109
Totals			1346.6	1068	614.6	430.2				

TABLE G2 - Depth of stored effluent First trial - choose from col.9 table above

1	2	3	4	5	6	7	8	9	10	11
month	first trial area (m2)	application rate (B)*(2) (mm)	Disposal rate (above) (mm)	(3)-(4) (mm)	Increase depth of stored effluent (5)/(porosity) (mm)	Starting depth of effluent for month	increase depth of effluent	computed depth of effluent (X)	reset if Et deficit <0 (mm)	equivalent storage 10 x area (L)
Dec								0.0	0	0
Jan	250	93	238	-145	-483	0	-483	-483	0	0
Feb		84	186	-102	-341	0	-341	-341	0	0
Mar		93	178	-85	-282	0	-282	-282	0	0
Apr		90	108	-18	-59	0	-59	-59	0	0
May		93	99	-6	-20	0	-20	-20	0	0
Jun		90	86	4	15	0	15	15	15	1103
Jul		93	87	6	19	15	19	33	33	2508
Aug		93	93	0	-1	33	-1	33	33	2463
Sep		90	111	-21	-70	33	-70	-37	0	0
Oct		93	159	-66	-219	0	-219	-219	0	0
Nov		90	176	-86	-285	0	-285	-285	0	0
Dec		93	213	-120	-399	0	-399	-399	0	0
Jan		93	238	-145	-483	0	-483	-483	0	0
Feb		84	186	-102	-341	0	-341	-341	0	0
Mar		93	178	-85	-282	0	-282	-282	0	0
Apr		90	108	-18	-59	0	-59	-59	0	0
May		93	99	-6	-20	0	-20	-20	0	0

From calculations in tables above for optimised drainfield area, using Appendix G AS1547-1994

Porosity in disposal area	30%	
Variables Table	Runoff Coeff = 0.3	percentage runoff
	Summer Crop Factor = 0.85	crop transpiration rate Oct-Mar
	Winter Crop Factor = 0.65	crop transpiration rate -Apr-Sep
Change as required	LTAR = 3	L/m2/day
	FLOW= 750	L/day
Estimated area of effluent drainfield =	250	square metres
Maximum depth of stored effluent =	33	mm depth

Water Balance Model for a 4 bedroom dwelling
 (prepared by R.A. Patterson, Lanfax Labs. Armidale April 2007)

SIMON ANDERSON CONSULTANTS Structural, Civil & Project Engineers P.O. Box 1700 P.O. Box 566 111 Main St 191-193 Raymond St Bairnsdale, Vic, 3875 Sale, Vic, 3850 ACN 073 392 286 ACN 145 437 065	Job: Proposed Subdivision 45 Alamere Drive Traralgon	Date: 12 June 2013
	Client: NBA Group	Designed: SJA
	Checked:	Job No.: 334960
		Page No.: 11 of 12

APPENDIX C

RECORD OF FIELD TEXTURE DETERMINATION							TEST BORE B1
Soil	Grittiness	Stickiness	Plasticity	Stain	Ribbon (mm)	Grade	
A1	None	Slight	Slight	Moderate	25	L	
A2	None	Slight	Moderate	Moderate	40	CL	
B1	None	Extremely	Very	Extremely	75	LMC	

Emerson's Aggregate Testing & Ph Testing

RECORD OF FIELD TEXTURE DETERMINATION							TEST BORE B2
Soil	Grittiness	Stickiness	Plasticity	Stain	Ribbon (mm)	Grade	
A1	None	Slight	Slight	Moderate	25	L	
A2	None	Moderate	Moderate	Moderate	45	CL	
B1	None	Extremely	Very	Extremely	75	LMC	

Emerson's Aggregate Testing & Ph Testing

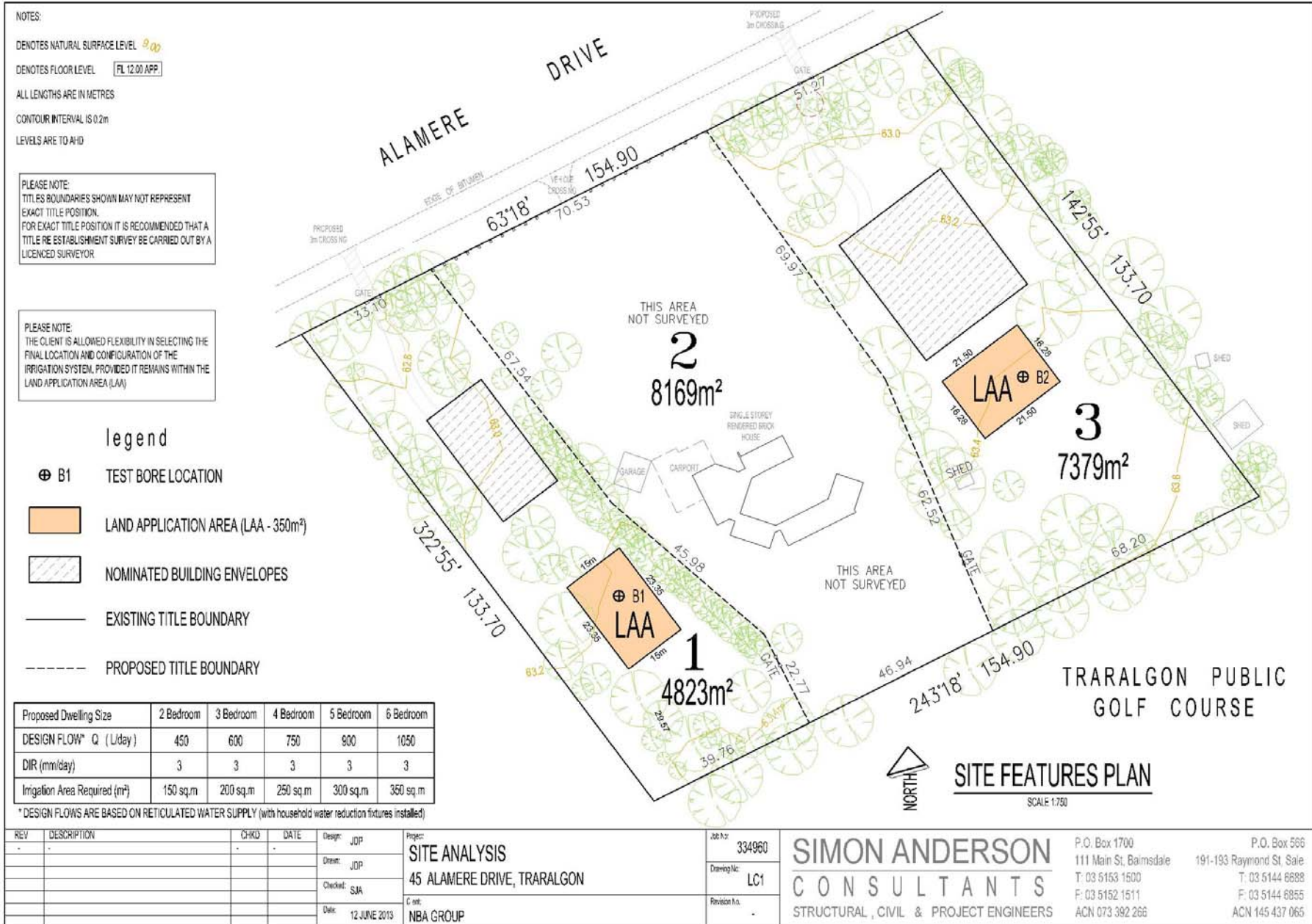
NONE SLIGHT MODERATE VERY EXTREMELY

SIMON ANDERSON CONSULTANTS Structural, Civil & Project Engineers P.O. Box 1700 P.O. Box 566 111 Main St 191-193 Raymond St Bairnsdale, Vic, 3875 Sale, Vic, 3850 ACN 073 392 286 ACN 145 437 065	Job: Proposed Subdivision 45 Alamere Drive Traralgon	Date: 12 June 2013
	Client: NBA Group	Designed: SJA
	Checked:	Job No.: 334960
		Page No.: 12 of 12

APPENDIX D

Soil Category	Field Texture Grade	Behaviour of moist blobs	Ribbon length (mm)	Approx clay content %
1	S Sand	coherence nil to very slight, cannot be moulded; sand grains of medium size; single sand grains stick to fingers	nil	< 5%
2	LS Loamy sand	slight coherence; sand grains of medium size; can be sheared between thumb and forefinger to give minimal ribbon of about 5mm	about 5	about 5%
	CS Clayey sand	slight coherence; sand grains of medium size; sticky when wet; many sand grains stick to fingers; discolours fingers with clay stain	5 - 15	5% to 10%
	SL Sandy loam	bolus coherent but very sandy to touch; will form ribbon; dominant sand grains of medium size and readily visible	15 - 25	10% to 20%
3	L Loam	bolus coherent and rather spongy; smooth feel when manipulated but with no obvious sandiness or "silkeness"; may be somewhat greasy to touch if much organic material present	25	about 25%
4	SCL Sandy clay loam	strongly coherent bolus, sandy to touch; medium size sand grains visible in finer matrix	25 - 40	20% to 30%
	CL Clay loam	coherent plastic bolus, smooth to manipulate	40 - 50	30% to 35%
	CLS Clay loam, sandy	coherent plastic bolus, medium sand grains visible in finer matrix	40 - 50	30% to 35%
5	LC Light clay	plastic bolus; smooth to touch; slight resistance to shearing between thumb and forefinger	50 - 75	35% to 40%
	LMC Light medium clay	plastic bolus; handles like plasticine and can be moulded into rods without fracture; has moderate resistance to ribboning shear	75	40% to 45%
6	MC Medium clay	smooth plastic bolus; handles like plasticine and can be moulded into rods without fracture; has moderate resistance to ribboning shear	> 75	45% to 55%
	HC Heavy clay	smooth plastic bolus; handles like stiff plasticine; can be moulded into rods without fracture; has firm resistance to ribboning shear	> 75	50% +

Table E1 (Assessment of Soil Textures) pg 106 of AS/NZS 1547:2012



**Proposed Lot 1 - 45 Alamere St, Traralgon
STORMWATER DETENTION DESIGN**

Stormwater Detention Design: ,
Ref: 2013_044

Page: 2 of 4

1. AIM:

To demonstrate on-site detention system for the proposed development that will ensure that post development flows do not exceed predevelopment flows.

2. OBJECTIVE:

To model the nominated storm event using the Latrobe City Council requirements and nominate the size of the on site detention system required.

3. REFERENCES:

- Latrobe City Design Guidelines - Version 3.22 Aug 2012
- Australian Rainfall & Runoff Volume 2, Institute of Engineers, Australia.
- Feature survey of the existing site conditions undertaken by Millar Merrigan

4. DESIGN METHODOLOGY

- (a) To calculate the existing stormwater discharge (Q_{psd}) from the site for a 1 in 5 year storm for a Time of Concentration (T_c) of 6 minutes.
- (b) Store the difference between the existing stormwater discharge (Q_{psd}) rate and the discharge from the developed site in a 1 in 5 year storm event.

5. PRE DEVELOPED DESIGN FLOW (Q_{psd})

$$Q_{psd} = \frac{CAI}{3600} \quad \text{where:} \quad \begin{array}{l} C = \text{Undeveloped coefficient of runoff} \\ A = \text{Site Area (m}^2\text{)} \\ I = \text{Rainfall Intensity for 1 in 5 year storm (mm/hr)} \end{array}$$

Rainfall Intensity, $I = 81.4$ mm/hr based on $T_c = 6$ mins and AR&R parameters for Traralgon (refer attached documentation)

PREDEVELOPED SITE CONDITIONS

Consideration	Area (A, m ²)	Coefficient (C)	CA
Garden / Grass	4823	0.25	1205.8
ΣA	4823	ΣCA	1205.8

$$Q_{psd} = \frac{CAI}{3600} = \frac{1205.75 \times 81.4}{3600} = 27.26 \text{ l/s}$$

6. DEVELOPED SITE CONDITIONS

Consideration	Area (A, m ²)	Coefficient (C)	CA
Residential Development Area	500	0.90	450.0
Grass/Garden	4323	0.25	1080.8
ΣA	4823	ΣCA	1530.8

Stormwater Detention Design: ,
Ref: 2013_044

Page: 3 of 4

7. DETENTION SYSTEM CAPACITY

Permissible Site Discharge (Q_{psd}) l/s	27.26
Effective Area (ΣCA)	1530.8
Time of Concentration	6 mins
Average Recurrence Interval (ARI)	5 Year
Maximum Storage Capacity Required (m^3)	0.627

It is Proposed that a minimum on-site storage of 650 litres be provided via an on-site storm water tank as per attached plan.

9. ATTACHMENTS

- Typical Engineering Detention Plan prepared by Simon Anderson Consultants P/L
- Spreadsheet model of detention capacity requirement

10. GENERAL ADVICE

Simon Anderson Consultants has undertaken the design of the stormwater detention system to demonstrate the onsite detention required. It has been determined that a restriction of the stormwater flows for this Lot is required in this instance as per Item 7 details. The provision of the calculated detention volume via on-site stormwater tank system will ensure that the post development discharge will not exceed the predevelopment discharge. The existing adjacent Lot No. 2 will continue to discharge stormwater at its current rate and is not deemed to increase the post development flows.

SACS

25th June 2013

Stormwater Detention Design: ,
 Ref: 2013_044

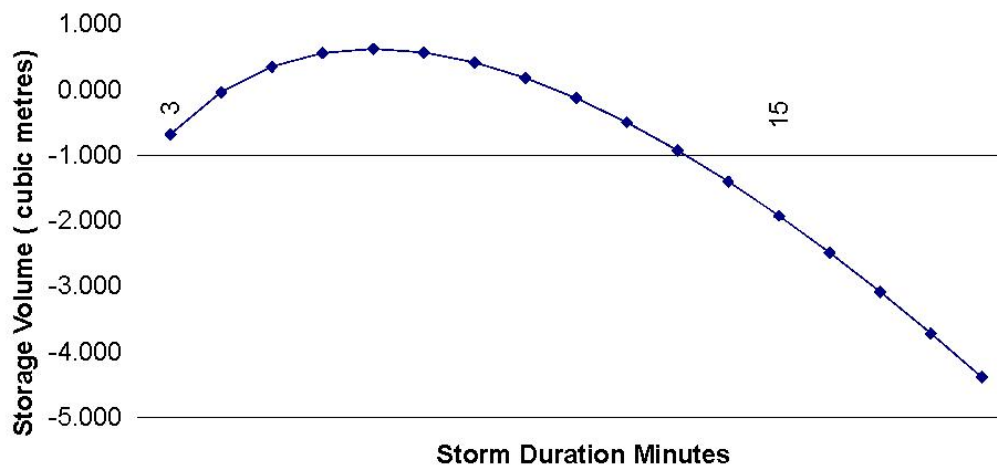
Page: 4 of 4

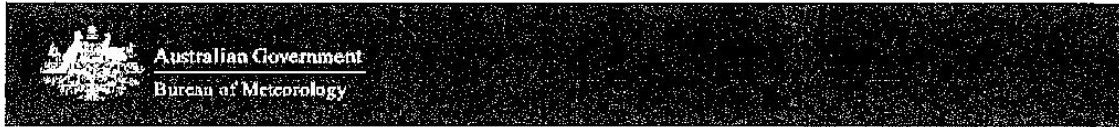
Effective Area 0.15 Ha 1530.8 sq m
 Time of Conc. 6 min
 Outflow (Full no head) 0.027263347 cu.m/s 27.26 l/s
 Outflow (Full with head) 0.027263347 cu.m/s
 Return Period 5

TRARALGON

a 3.221113 b -6.39E-01 c -4.72E-02 d 8.51E-03 e 1.70E-03 f -2.93E-04 g -3.92E-05

Time	I	Q	a	b	c	Storage
Min	mm/hr	cu.m/s	min	min	min	cu.m
3.00	105.95	0.05	3.63	2.37	-3	-0.673
4.00	95.17	0.04	4.04	1.96	-2	-0.033
5.00	87.43	0.04	4.40	1.60	-1	0.357
6.00	81.43	0.03	4.72	1.28	0	0.564
7.00	76.56	0.03	5.03	0.97	1	0.627
8.00	72.46	0.03	5.31	0.69	2	0.573
9.00	68.94	0.03	5.58	0.42	3	0.421
10.00	65.87	0.03	5.84	0.16	4	0.186
11.00	63.15	0.03	6.09	-0.09	5	-0.122
12.00	60.71	0.03	6.34	-0.34	6	-0.492
13.00	58.51	0.02	6.58	-0.58	7	-0.919
14.00	56.51	0.02	6.81	-0.81	8	-1.396
15.00	54.68	0.02	7.04	-1.04	9	-1.918
16.00	52.99	0.02	7.26	-1.26	10	-2.481
17.00	51.43	0.02	7.48	-1.48	11	-3.081
18.00	49.98	0.02	7.70	-1.70	12	-3.716
19.00	48.63	0.02	7.91	-1.91	13	-4.381
20.00	47.37	0.02	8.12	-2.12	14	-5.075
21.00	46.19	0.02	8.33	-2.33	15	-5.796
22.00	45.08	0.02	8.53	-2.53	16	-6.542
					Max	0.627





LOCATION 38.200 S 146.525 E * NEAR.. Traralgon

LIST OF COEFFICIENTS TO EQUATIONS OF THE FORM

$$ln(I) = A + B \times (ln(T)) + C \times (ln(T))^2 + D \times (ln(T))^3 + E \times (ln(T))^4 + F \times (ln(T))^5 + G \times (ln(T))^6$$

T = TIME IN HOURS AND I = INTENSITY IN MILLIMETRES PER HOUR

RETURN PERIOD	A	B	C	D	E	F	G
1	2.562512	-0.60915E+0	-0.32622E-1	0.10116E-1	-0.26699E-3	-0.56667E-3	0.61761E-4
2	2.864386	-0.61891E+0	-0.36443E-1	0.10527E-1	0.16196E-3	-0.58752E-3	0.51887E-4
5	3.221113	-0.63922E+0	-0.47172E-1	0.85116E-2	0.16968E-2	-0.29319E-3	-0.39170E-4
10	3.414601	-0.65199E+0	-0.53345E-1	0.84891E-2	0.24234E-2	-0.27531E-3	-0.61310E-4
20	3.623494	-0.66288E+0	-0.58322E-1	0.82280E-2	0.30472E-2	-0.21554E-3	-0.88480E-4
50	3.868766	-0.67562E+0	-0.64135E-1	0.76810E-2	0.37947E-2	-0.11489E-3	-0.12536E-3
100	4.038224	-0.68446E+0	-0.68234E-1	0.75543E-2	0.42793E-2	-0.83430E-4	-0.14310E-3

RAINFALL INTENSITY IN mm/h FOR VARIOUS DURATIONS AND RETURN PERIODS

RETURN PERIOD (YEARS)

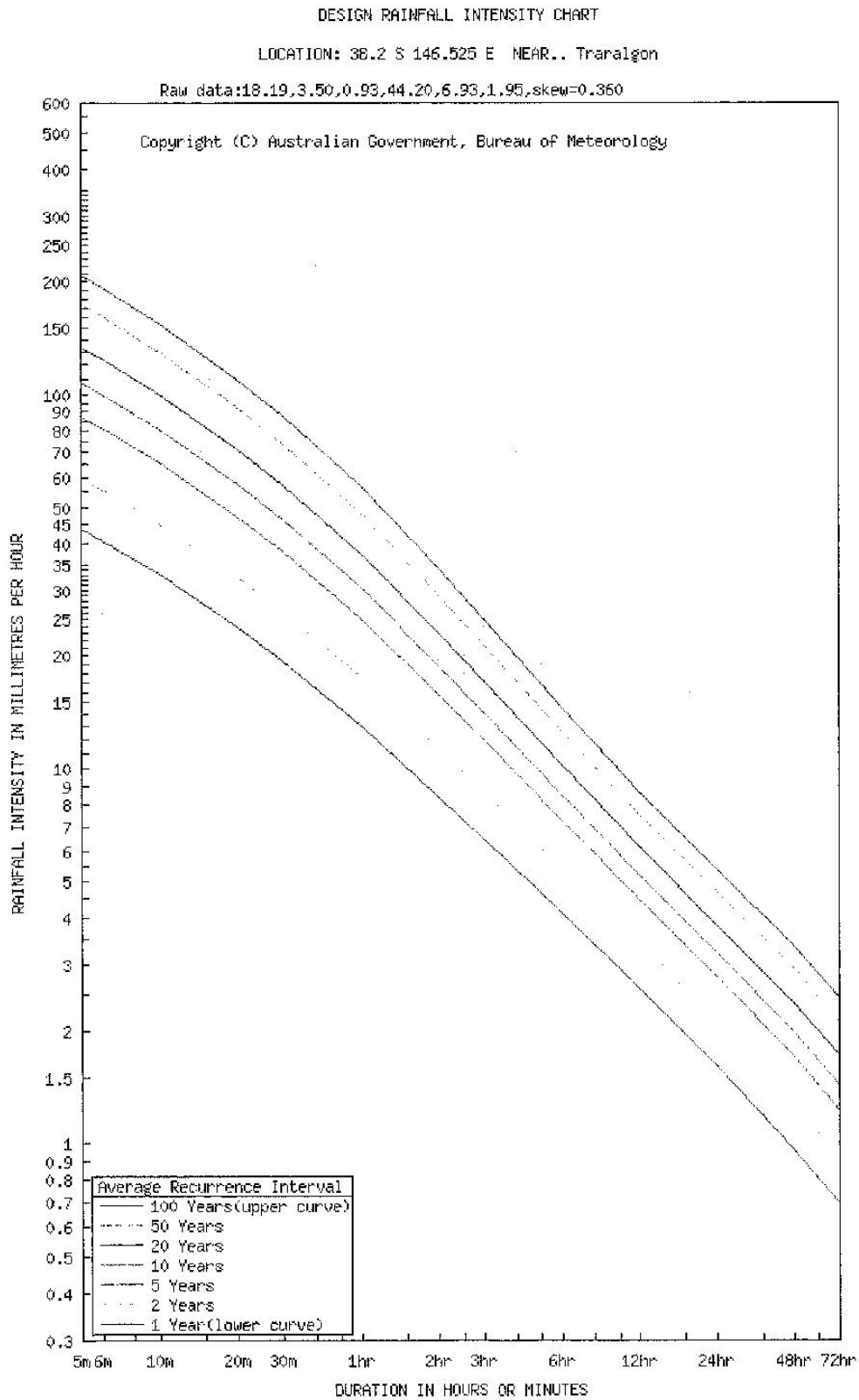
DURATION	1	2	5	10	20	50	100
5 mins	43.7	59.7	87.4	108.	134.	174.	208.
6 mins	40.7	55.6	81.4	100.	125.	162.	193.
10 mins	33.1	45.2	65.9	80.7	100.	130.	155.
20 mins	24.0	32.7	47.4	57.9	71.9	92.7	110.
30 mins	19.4	26.4	38.1	46.5	57.6	74.0	88.1
1 hour	13.0	17.5	25.1	30.4	37.5	47.9	56.7
2 hours	8.40	11.3	15.8	18.9	23.1	29.2	34.3
3 hours	6.46	8.62	11.9	14.1	17.1	21.4	25.0
6 hours	4.11	5.43	7.27	8.51	10.2	12.5	14.5
12 hours	2.59	3.41	4.48	5.19	6.16	7.51	8.62
24 hours	1.61	2.11	2.78	3.23	3.83	4.67	5.36
48 hours	.958	1.26	1.70	1.98	2.36	2.91	3.36
72 hours	.691	.910	1.22	1.43	1.71	2.11	2.44

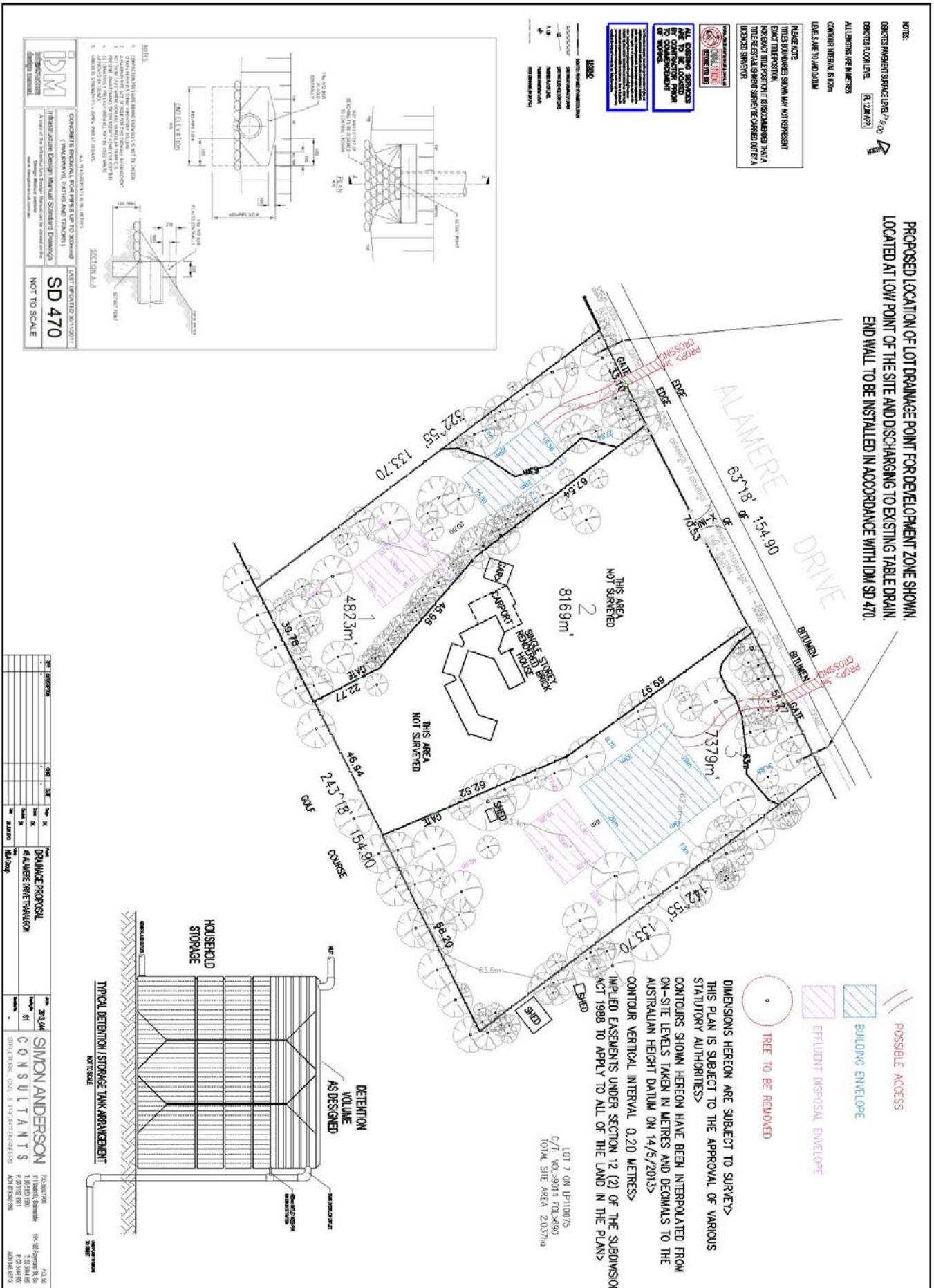
(Raw data: 18.19, 3.50, 0.93, 44.20, 6.93, 1.95, skew= 0.360)

HYDROMETEOROLOGICAL ADVISORY SERVICE

(C) AUSTRALIAN GOVERNMENT, BUREAU OF METEOROLOGY

* ENSURE THE COORDINATES ARE THOSE REQUIRED SINCE DATA IS BASED ON THESE AND NOT LOCATION NAME.





PROPOSED LOCATION OF LOT DRAINAGE POINT FOR DEVELOPMENT ZONE SHOWN, LOCATED AT LOW POINT OF THE SITE AND DISCHARGING TO EXISTING TABLE DRAIN. END WALL TO BE INSTALLED IN ACCORDANCE WITH IDM SD 470.

NOTE:
 DIMENSIONED SURFACE LEVELS ± 0.00
 DIMENSIONS TO FACE
 ALL DIMENSIONS IN METRES
 CONTOUR INTERVAL 0.20M
 LABEL ARE TO 0.000M

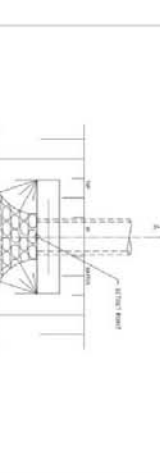
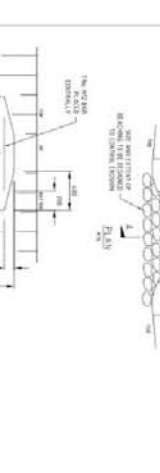
LEGEND:
 POSSIBLE ACCESS
 BUILDING ENVELOPE
 EFFLUENT DISPOSAL ENVELOPE
 TREE TO BE REMOVED

LEGEND:
 DIMENSIONED SURFACE LEVELS
 DIMENSIONS TO FACE
 ALL DIMENSIONS IN METRES
 CONTOUR INTERVAL 0.20M
 LABEL ARE TO 0.000M

LEGEND:
 DIMENSIONED SURFACE LEVELS
 DIMENSIONS TO FACE
 ALL DIMENSIONS IN METRES
 CONTOUR INTERVAL 0.20M
 LABEL ARE TO 0.000M

LEGEND:
 DIMENSIONED SURFACE LEVELS
 DIMENSIONS TO FACE
 ALL DIMENSIONS IN METRES
 CONTOUR INTERVAL 0.20M
 LABEL ARE TO 0.000M

LEGEND:
 DIMENSIONED SURFACE LEVELS
 DIMENSIONS TO FACE
 ALL DIMENSIONS IN METRES
 CONTOUR INTERVAL 0.20M
 LABEL ARE TO 0.000M



NO.	DESCRIPTION	DATE	BY	CHKD BY	APP'D BY
1	PRELIMINARY DESIGN	14/05/2013	SA	SA	SA
2	FINAL DESIGN	14/05/2013	SA	SA	SA
3	CONSTRUCTION	14/05/2013	SA	SA	SA

PROJECT INFORMATION

PROJECT NAME: DRAINAGE PROPOSAL
 PROJECT ADDRESS: 45 ALAMERE DRIVE TRARALGON
 CLIENT: SIMON ANDERSON CONSULTANTS
 PROJECT ENGINEER: SIMON ANDERSON
 PROJECT NO: 14/05/2013

DESIGNER INFORMATION

DESIGNER: SIMON ANDERSON CONSULTANTS
 ADDRESS: 14/05/2013
 PHONE: 03 9400 1234
 FAX: 03 9400 5678
 EMAIL: info@sa.com.au

DATE: 14/05/2013

SCALE: NOT TO SCALE

PROJECT NO: 14/05/2013

CLIENT: SIMON ANDERSON CONSULTANTS

PROJECT ADDRESS: 45 ALAMERE DRIVE TRARALGON

PROJECT ENGINEER: SIMON ANDERSON

PROJECT NO: 14/05/2013

DATE: 14/05/2013

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PROJECT NO: 14/05/2013

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PROJECT ADDRESS: 45 ALAMERE DRIVE TRARALGON

PROJECT ENGINEER: SIMON ANDERSON

PROJECT NO: 14/05/2013

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PROJECT ADDRESS: 45 ALAMERE DRIVE TRARALGON

PROJECT ENGINEER: SIMON ANDERSON

PROJECT NO: 14/05/2013

DATE: 14/05/2013

SCALE: NOT TO SCALE

PROJECT NO: 14/05/2013

CLIENT: SIMON ANDERSON CONSULTANTS

**Proposed Lot 3 - 45 Alamere St, Traralgon
STORMWATER DETENTION DESIGN**

Stormwater Detention Design: ,
Ref: 2013_044

Page: 2 of 4

1. AIM:

To demonstrate on-site detention system for the proposed development that will ensure that post development flows do not exceed predevelopment flows.

2. OBJECTIVE:

To model the nominated storm event using the Latrobe City Council requirements and nominate the size of the on site detention system required.

3. REFERENCES:

- Latrobe City Design Guidelines - Version 3.22 Aug 2012
- Australian Rainfall & Runoff Volume 2, Institute of Engineers, Australia.
- Feature survey of the existing site conditions undertaken by Millar Merrigan

4. DESIGN METHODOLOGY

- (a) To calculate the existing stormwater discharge (Q_{psd}) from the site for a 1 in 5 year storm for a Time of Concentration (T_c) of 6 minutes.
- (b) Store the difference between the existing stormwater discharge (Q_{psd}) rate and the discharge from the developed site in a 1 in 5 year storm event.

5. PRE DEVELOPED DESIGN FLOW (Q_{psd})

$$Q_{psd} = \frac{CAI}{3600} \quad \text{where:} \quad \begin{array}{l} C = \text{Undeveloped coefficient of runoff} \\ A = \text{Site Area (m}^2\text{)} \\ I = \text{Rainfall Intensity for 1 in 5 year storm (mm/hr)} \end{array}$$

Rainfall Intensity, $I = 81.4$ mm/hr based on $T_c = 6$ mins and AR&R parameters for Traralgon (refer attached documentation)

PREDEVELOPED SITE CONDITIONS

Consideration	Area (A, m ²)	Coefficient (C)	CA
Garden / Grass	7379	0.25	1844.8
ΣA	7379	ΣCA	1844.8

$$Q_{psd} = \frac{CAI}{3600} = \frac{1844.75 \times 81.4}{3600} = 41.71 \text{ l/s}$$

6. DEVELOPED SITE CONDITIONS

Consideration	Area (A, m ²)	Coefficient (C)	CA
Residential Development Area	500	0.90	450.0
Grass/Garden	6879	0.25	1719.8
ΣA	7379	ΣCA	2169.8

Stormwater Detention Design: ,
Ref: 2013_044

Page: 3 of 4

7. DETENTION SYSTEM CAPACITY

Permissible Site Discharge (Q_{psd}) l/s	41.71
Effective Area (ΣCA)	2169.8
Time of Concentration	6 mins
Average Recurrence Interval (ARI)	5 Year
Maximum Storage Capacity Required (m^3)	0.419

It is Proposed that a minimum on-site storage of 500 litres be provided via an on-site storm water tank as per attached plan.

9. ATTACHMENTS

- Typical Engineering Detention Plan prepared by Simon Anderson Consultants P/L
- Spreadsheet model of detention capacity requirement

10. GENERAL ADVICE

Simon Anderson Consultants has undertaken the design of the stormwater detention system to demonstrate the onsite detention required. It has been determined that a restriction of the stormwater flows for this Lot is required in this instance as per Item 7 details. The provision of the calculated detention volume via the on-site stormwater tank system will ensure that the post development discharge will not exceed the predevelopment discharge for the Lot.

SACS

25th June 2013

Stormwater Detention Design: ,
 Ref: 2013_044

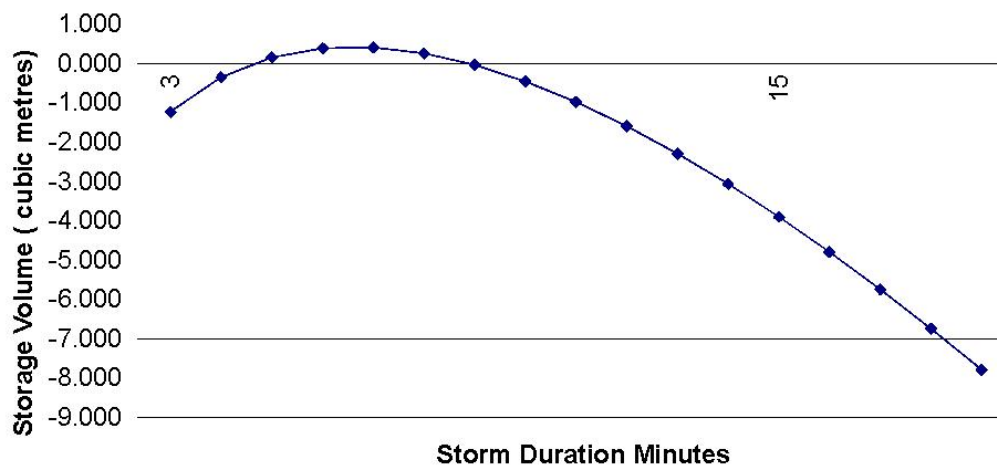
Page: 4 of 4

Effective Area 0.22 Ha 2169.8 sq m
 Time of Conc. 6 min
 Outflow (Full no head) 0.041711847 cu.m/s 41.71 l/s
 Outflow (Full with head) 0.041711847 cu.m/s
 Return Period 5

TRARALGON

a 3.221113 b -6.39E-01 c -4.72E-02 d 8.51E-03 e 1.70E-03 f -2.93E-04 g -3.92E-05

Time	I	Q	a	b	c	Storage
Min	mm/hr	dev cu.m/s	min	min	min	cu.m
3.00	105.95	0.06	3.92	2.08	-3	-1.221
4.00	95.17	0.06	4.36	1.64	-2	-0.341
5.00	87.43	0.05	4.75	1.25	-1	0.165
6.00	81.43	0.05	5.10	0.90	0	0.398
7.00	76.56	0.05	5.42	0.58	1	0.419
8.00	72.46	0.04	5.73	0.27	2	0.267
9.00	68.94	0.04	6.02	-0.02	3	-0.029
10.00	65.87	0.04	6.30	-0.30	4	-0.446
11.00	63.15	0.04	6.58	-0.58	5	-0.970
12.00	60.71	0.04	6.84	-0.84	6	-1.586
13.00	58.51	0.04	7.10	-1.10	7	-2.284
14.00	56.51	0.03	7.35	-1.35	8	-3.055
15.00	54.68	0.03	7.59	-1.59	9	-3.892
16.00	52.99	0.03	7.84	-1.84	10	-4.788
17.00	51.43	0.03	8.07	-2.07	11	-5.738
18.00	49.98	0.03	8.31	-2.31	12	-6.738
19.00	48.63	0.03	8.54	-2.54	13	-7.784
20.00	47.37	0.03	8.77	-2.77	14	-8.871
21.00	46.19	0.03	8.99	-2.99	15	-9.997
22.00	45.08	0.03	9.21	-3.21	16	-11.159
					Max	0.419





LOCATION 38.200 S 146.525 E * NEAR.. Traralgon

LIST OF COEFFICIENTS TO EQUATIONS OF THE FORM

$$ln(I) = A + B \times (ln(T)) + C \times (ln(T))^2 + D \times (ln(T))^3 + E \times (ln(T))^4 + F \times (ln(T))^5 + G \times (ln(T))^6$$

T = TIME IN HOURS AND I = INTENSITY IN MILLIMETRES PER HOUR

RETURN PERIOD	A	B	C	D	E	F	G
1	2.562512	-0.60915E+0	-0.32622E-1	0.10116E-1	-0.26699E-3	-0.56667E-3	0.61761E-4
2	2.864386	-0.61891E+0	-0.36443E-1	0.10527E-1	0.16196E-3	-0.58752E-3	0.51887E-4
5	3.221113	-0.63922E+0	-0.47172E-1	0.85116E-2	0.16968E-2	-0.29319E-3	-0.39170E-4
10	3.414601	-0.65199E+0	-0.53345E-1	0.84891E-2	0.24234E-2	-0.27531E-3	-0.61310E-4
20	3.623494	-0.66288E+0	-0.58322E-1	0.82280E-2	0.30472E-2	-0.21554E-3	-0.88480E-4
50	3.868766	-0.67562E+0	-0.64135E-1	0.76810E-2	0.37947E-2	-0.11489E-3	-0.12536E-3
100	4.038224	-0.68446E+0	-0.68234E-1	0.75543E-2	0.42793E-2	-0.83430E-4	-0.14310E-3

RAINFALL INTENSITY IN mm/h FOR VARIOUS DURATIONS AND RETURN PERIODS

RETURN PERIOD (YEARS)

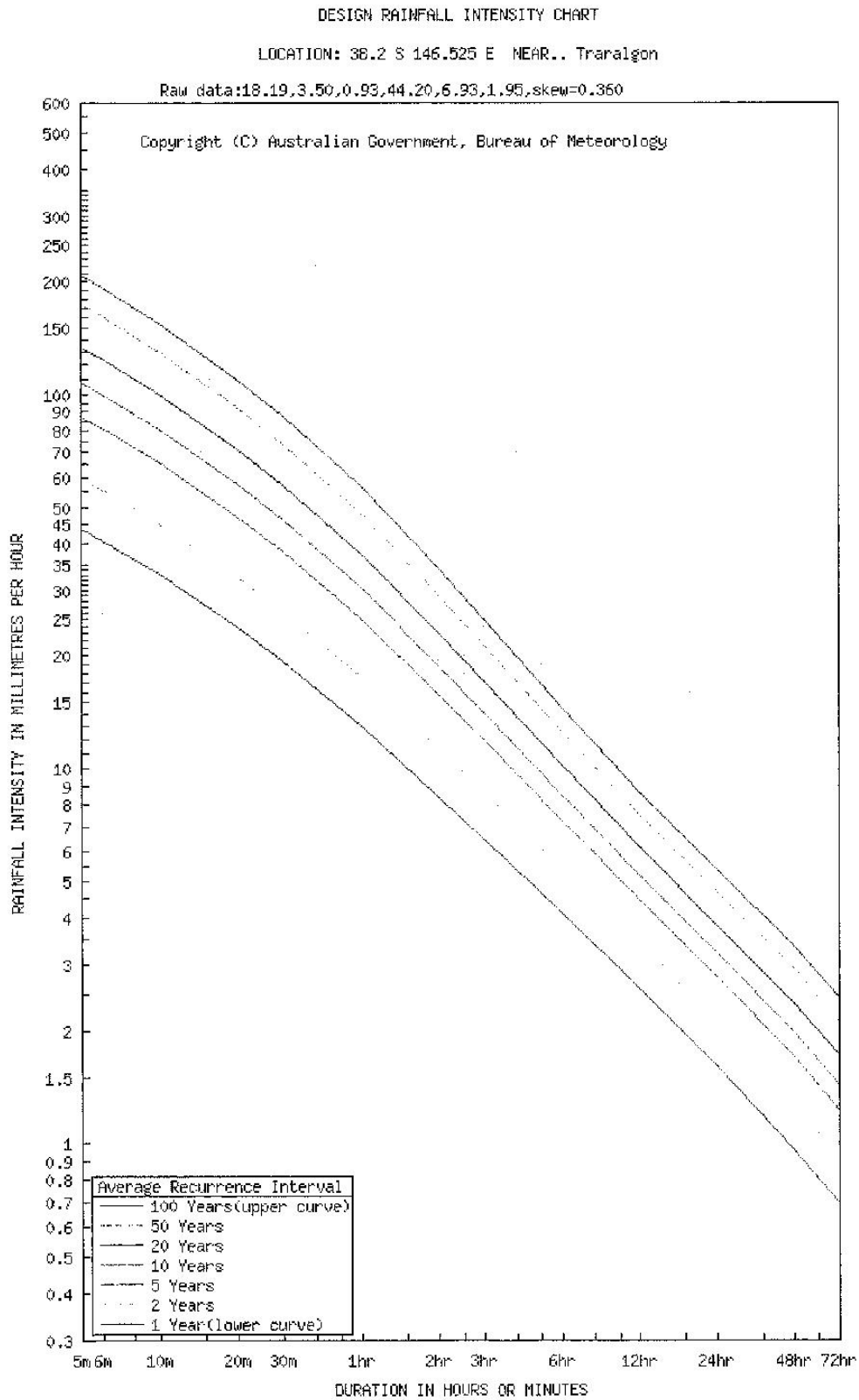
DURATION	1	2	5	10	20	50	100
5 mins	43.7	59.7	87.4	108.	134.	174.	208.
6 mins	40.7	55.6	81.4	100.	125.	162.	193.
10 mins	33.1	45.2	65.9	80.7	100.	130.	155.
20 mins	24.0	32.7	47.4	57.9	71.9	92.7	110.
30 mins	19.4	26.4	38.1	46.5	57.6	74.0	88.1
1 hour	13.0	17.5	25.1	30.4	37.5	47.9	56.7
2 hours	8.40	11.3	15.8	18.9	23.1	29.2	34.3
3 hours	6.46	8.62	11.9	14.1	17.1	21.4	25.0
6 hours	4.11	5.43	7.27	8.51	10.2	12.5	14.5
12 hours	2.59	3.41	4.48	5.19	6.16	7.51	8.62
24 hours	1.61	2.11	2.78	3.23	3.83	4.67	5.36
48 hours	.958	1.26	1.70	1.98	2.36	2.91	3.36
72 hours	.691	.910	1.22	1.43	1.71	2.11	2.44

(Raw data: 18.19, 3.50, 0.93, 44.20, 6.93, 1.95, skew= 0.360)

HYDROMETEOROLOGICAL ADVISORY SERVICE

(C) AUSTRALIAN GOVERNMENT, BUREAU OF METEOROLOGY

* ENSURE THE COORDINATES ARE THOSE REQUIRED SINCE DATA IS BASED ON THESE AND NOT LOCATION NAME.



History of Application

7 August 2013	Planning Permit application received by Council.
3 September 2013	Letter was sent to the applicant requesting that they advertise their application by sending letters to adjoining landowners and occupiers, as well as placing a sign on site for 14 days under Section 52(1)(a) and Section 52(1)(d) of the Act.
4 October 2013	Application was referred to authorities internally and externally in accordance with Sections 52 and 55 of the Act.
25 September 2013	Applicant submitted statutory declaration to Council confirming that advertising had been completed as requested.
September to October 2013	Referral responses received from APA Group, Gippsland Water, SP-AusNet Electricity, as well as Council's Health, Infrastructure Planning Departments. No objection from any of the authorities.

Latrobe Planning Scheme

State Planning Policy Framework:

Clause 11.02 'Urban Growth'
Clause 11.05 'Regional Development'
Clause 15.01 'Urban Environment'
Clause 16.01 'Residential Development'
Clause 18.02 'Movement Networks'
Clause 19.03 'Development Infrastructure'

Municipal Strategic Statement:

Clause 21.01 'Municipal Profile'
Clause 21.02 'Municipal Vision'
Clause 21.03 'Natural Environment Sustainability'
Clause 21.04 'Built Environment Sustainability'
Clause 21.05 'Main Towns'
Clause 21.07 'Economic Sustainability'
Clause 21.08 'Liveability'

Zoning:

The subject site is zoned Low Density Residential Zone

Overlays:

The subject site is not affected by any overlays.

Particular Provisions:

Clause 52.01 'Public Open Space Contribution and Subdivision'
Clause 52.03 'Specific Sites and Exclusions'

General Provisions:

Before deciding on an application, the Responsible Authority must also consider the 'Decision Guidelines' of Clause 65 as appropriate.

Incorporated Documents:

No incorporated documents are considered to be relevant to this application.

Relevant Strategic Planning Policies / Plans:

It should be noted that the subject site is affected by the draft Traralgon West Structure Plan

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

16.7 ASSEMBLY OF COUNCILLORS

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to present to Council, the Assembly of Councillors forms submitted since the Ordinary Council Meeting held 18 November 2013.

DECLARATION OF INTEREST

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

OFFICER COMMENTS

The following Assembly of Councillors took place between the 14 October 2013 and the 15 November 2013:

Date:	Assembly Details / Matters Discussed:	In Attendance:	Conflicts of Interest Declared:
14 Oct 2013	Early Years Reference Committee Municipal Early Years Plan Review Update from Best start partnership Information given regarding Patchwork project and Streamlining Antenatal - 4 years Services projects. Preschool promotion using Koko the clown.	Cr O'Callaghan Kate Kerslake	NIL
30 Oct 2013	National Timber Councils Association Annual General Meeting Annual General Meeting and guest speaker Senator Richard Colebeck	Cr Kam and Cr Harriman Allison Jones and Geoff Hill	NIL
11 Nov 2013	Issues and Discussions Session 4.1 Tonight's Presentations 7.1 New Issues 7.2 Outstanding Issues 12.1 Racism Stops with Me Campaign 13.1 Request from South Gippsland Shire Council to participate in a Joint (GC) Ministerial Planning Scheme Amendment to Update and	Cr Gibbons, Cr Gibson, Cr Harriman, Cr Kam, Cr Middlemiss, Cr O'Callaghan, Cr Rossiter, Cr Sindt, Cr White Paul Buckley, Michael Edgar, Carol Jeffs, Grantley Switzer, Tom McQualter	NIL

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)**

	Apply the ES02 to Existing Proclaimed Open, Potable Water Supply Catchment Areas		
13 Nov 2013	<p>Positive Ageing Reference Committee</p> <p>Motorised Scooters, Time limited parking spaces within the municipality, Reference Committee terms of reference and committee tenure, Lake Narracan development</p>	<p>Cr O'Callaghan Cr Kam</p> <p>Helen Taylor Leanne Khan</p>	NIL
14 Nov 2013	<p>Latrobe City Municipal Public Health and Wellbeing Plan (MPHWP) Project Reference Group</p> <p>Latrobe City MPHWP – Overview and Update MPHWP Review and Evaluation Plan Future Work to Progress the Draft MPHWP</p>	<p>Cr Kam</p> <p>Regina Kalb (Manager Healthy Communities), David Lane (Coordinator Healthy Communities)</p>	NIL
15 Nov 2013	<p>Local Law No. 2 Review Councillor Presentation</p> <p>Councillors were presented with the results of recent benchmarking and feedback from focus group sessions on the Local Laws No. 2 review. Councillors were also offered an opportunity to provide comment on the review.</p>	<p>Cr Gibson, Cr Gibbons, Cr Sindt</p> <p>Julie Kyriacou, Steve Wright,</p>	NIL

Attachments

1. Assembly of Councillors - Not Confidential

RECOMMENDATION

That Council note this report.

16.7

Assembly of Councillors

- 1 Assembly of Councillors - Not Confidential 495**



Assembly of Councillors Record

Assembly details: Early Years Reference Committee

Date: 14/10/2013

Time: 12pm - 2pm

Assembly Location: Latrobe City Council Offices (HQ)

In Attendance:

Councillors: Cr O'Callaghan

Officer/s: Kate Kerslake

Matter/s Discussed:

Municipal Early Years Plan Review

Update from Best start partnership

Information given regarding Patchwork project and Streamlining Antenatal - 4 years Services projects.

Preschool promotion using Koko the clown.

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: Kate Kerslake



Assembly of Councillors Record Explanation / Guide Notes

Required pursuant to the Local Government Act 1989 as amended.

1. Section 80A requirements (re: *Written Record to be made by Council staff member*):

Amendments to the Local Government Act 1989 (Section 80A), operative from 2 December 2008 now stipulate:

"At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:

- the names of all Councillors and members of Council staff attending;
- the matters considered;
- any conflict of interest disclosures made by a Councillor attending under subsection (3);
- whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."

The above required information is:

- to be reported to an Ordinary meeting of the Council; and
- incorporated in the minutes of that Ordinary meeting.

2. Section 76AA definition:

"*Assembly of Councillors* (however titled, e.g: meeting / inspection / consultation etc) is a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of staff which considers matters that are intended or likely to be;

- The subject of a decision of the Council; or
- Subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee.

Brief Explanation:

Some examples of an *Assembly of Councillors* will include:

- Councillor Briefings;
- on site inspections, generally meetings re: any matters;
- meetings with residents, developers, other clients of Council, consultations;
- meetings with local organisations, Government Departments, statutory authorities (e.g. VicRoads, etc);

providing at least 5 Councillors and 1 Council staff member are present and the matter/s considered are intended or likely to be subject of a future decision by the Council OR an officer decision under delegated authority.

Effectively it is probable, that any meeting of at least 5 Councillors and 1 Council staff member will come under the new requirements as the assembly will in most cases be considering a matter which will come before Council or be the subject of a delegated officer's decision at some later time. If you require further clarification, please call the Manager Council Operations – Legal Counsel.

Please note: an Advisory Committee meeting requires only one Councillor to be in attendance. An advisory committee is defined as any committee established by the Council, other than a special committee, that provides advice to:

- the Council; or
- a special committee; or
- a member of Council staff who has been delegated a power, duty or function of the Council under section 98.

3. Section 80A and 80B requirements (re: *Conflict of Interest*):

Councillors and officers attending an Assembly of Councillors must disclose any conflict of interest.

Section 80A(3)

"If a Councillor attending an Assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must disclose either:

- (a) immediately before the matter in relation to the conflict is considered; or
- (b) if the Councillor realises that he/she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware of the conflict of interest, leave the assembly whilst the matter is being considered by the assembly."

Section 80B

A member of Council staff who has a conflict of interest (direct or indirect) in a matter in which they have a delegated power, duty or function must:

- not exercise the power or discharge the duty or function;
- disclose the type of interest and nature of interest to the in writing to the Chief Executive Officer as soon as he/she becomes aware of the conflict of interest. In the instance of the Chief Executive Officer having a pecuniary interest, disclosure in writing shall be made to the Mayor.



Assembly of Councillors Record

Assembly details: National Timber Councils Association Annual General Meeting

Date: Wednesday, 30 October 2013

Time: 11.00 am - 1.00 pm

Assembly Location: Room 1201, Municipal Association of Victoria, Level 12, 60 Collins Street Melbourne

In Attendance:

Councillors: Councillor Sandy Kam and Councillor Dale Harriman

Officer/s: Allison Jones and Geoff Hill

Matter/s Discussed: Annual General Meeting and guest speaker Senator Richard Colebeck

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: Allison Jones



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:

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Section 80A(3)

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Assembly of Councillors Record

Assembly details: Issues and Discussions Session

Date: Monday, 11 November 2013

Time: 6:00 PM

Assembly Location: Nambur Wariga Meeting Room, Latrobe City Council Offices, Commercial Road, Morwell

In Attendance:

Councillors: Cr Gibbons, Cr Gibson, Cr Harriman, Cr Kam, Cr Middlemiss, Cr O'Callaghan, Cr Rossiter, Cr Sindt, Cr White

Officer/s: Paul Buckley, Michael Edgar, Carol Jeffs, Grantley Switzer, Tom McQualter

Matter/s Discussed:

4.1 Tonight's Presentations

7.1 New Issues

7.2 Outstanding Issues

12.1 Racism Stops with Me Campaign

13.1 Request from South Gippsland Shire Council to participate in a Joint (GC) Ministerial Planning Scheme Amendment to Update and Apply the ES02 to Existing Proclaimed Open, Potable Water Supply Catchment Areas within Latrobe City.

13.2 Statutory Planning Report and Delegation Process

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: Meagan Bennetts



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):

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Assembly of Councillors Record

Assembly details: Positive Ageing Reference Committee

Date: 13 November 2013

Time: 1.00 pm

Assembly Location: Rose Garden Meeting Room - Morwell

In Attendance:

Councillors: Councillor Kellie OCallaghan arrived 1.30 pm
Councillor Sandy Kam arrived 1.10 pm

Officer/s: Helen Taylor
Leanne Khan

Matter/s Discussed: Motorised Scooters, Time limited parking spaces within the municipality, Reference Committee terms of reference and committee tenure, Lake Narracan development

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: Helen Taylor



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*):

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Section 80A(3)

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- disclose the type of interest and nature of interest to the in writing to the Chief Executive Officer as soon as he/she becomes aware of the conflict of interest. In the instance of the Chief Executive Officer having a pecuniary interest, disclosure in writing shall be made to the Mayor.



Assembly of Councillors Record

Assembly details: Latrobe City Municipal Public Health and Wellbeing Plan (MPHWP)
Project Reference Group

Date: 14 November 2013

Time: 14.00 – 15.00

Assembly Location: McFarlane Burnett Room, Traralgon Service Centre

In Attendance:

Councillors: Cr Sandy Kam

Officer/s: Regina Kalb (Manager Healthy Communities), David Lane (Coordinator Healthy Communities)

Matter/s Discussed:

Latrobe City MPHWP – Overview and Update
MPHWP Review and Evaluation Plan
Future Work to Progress the Draft MPHWP

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: David Lane (Coordinator Healthy Communities)



Assembly of Councillors Record Explanation / Guide Notes

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2. Section 76AA definition:

"*Assembly of Councillors* (however titled, e.g: meeting / inspection / consultation etc) is a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of staff which considers matters that are intended or likely to be;

- The subject of a decision of the Council; or
- Subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee.

Brief Explanation:

Some examples of an *Assembly of Councillors* will include:

- Councillor Briefings;
- on site inspections, generally meetings re: any matters;
- meetings with residents, developers, other clients of Council, consultations;
- meetings with local organisations, Government Departments, statutory authorities (e.g. VicRoads, etc);

providing at least 5 Councillors and 1 Council staff member are present and the matter/s considered are intended or likely to be subject of a future decision by the Council OR an officer decision under delegated authority.

Effectively it is probable, that any meeting of at least 5 Councillors and 1 Council staff member will come under the new requirements as the assembly will in most cases be considering a matter which will come before Council or be the subject of a delegated officer's decision at some later time. If you require further clarification, please call the Manager Council Operations – Legal Counsel.

Please note: an Advisory Committee meeting requires only one Councillor to be in attendance. An advisory committee is defined as any committee established by the Council, other than a special committee, that provides advice to:

- the Council; or
- a special committee; or
- a member of Council staff who has been delegated a power, duty or function of the Council under section 98.

3. Section 80A and 80B requirements (re: *Conflict of Interest*):

Councillors and officers attending an Assembly of Councillors must disclose any conflict of interest.

Section 80A(3)

"If a Councillor attending an Assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must disclose either:

- (a) immediately before the matter in relation to the conflict is considered; or
- (b) if the Councillor realises that he/she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware of the conflict of interest, leave the assembly whilst the matter is being considered by the assembly."

Section 80B

A member of Council staff who has a conflict of interest (direct or indirect) in a matter in which they have a delegated power, duty or function must:

- not exercise the power or discharge the duty or function;
- disclose the type of interest and nature of interest to the in writing to the Chief Executive Officer as soon as he/she becomes aware of the conflict of interest. In the instance of the Chief Executive Officer having a pecuniary interest, disclosure in writing shall be made to the Mayor.



Assembly of Councillors Record

Assembly details: Local Law No. 2 Review Councillor Presentation

Date: Friday, 15 November 2013

Time: 2 pm – 3.15 pm

Assembly Location: Nambur Wariga Large Meeting Room, Latrobe City Council
Headquarter, Morwell

In Attendance:

Councillors: Cr Sharon Gibson, Cr Peter Gibbons, Cr Christine Sindt

Officer/s: Julie Kyriacou, Manager Community Information Services
Steve Wright, Coordinator Local Laws

Matter/s Discussed: Councillors were presented with the results of recent benchmarking and feedback from focus group sessions on the Local Laws No. 2 review. Councillors were also offered an opportunity to provide comment on the review.

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: Julie Kyriacou, Manager Community Information Services



Assembly of Councillors Record Explanation / Guide Notes

Required pursuant to the Local Government Act 1989 as amended.

1. Section 80A requirements (re: *Written Record to be made by Council staff member*):

Amendments to the Local Government Act 1989 (Section 80A), operative from 2 December 2008 now stipulate:

"At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:

- the names of all Councillors and members of Council staff attending;
- the matters considered;
- any conflict of interest disclosures made by a Councillor attending under subsection (3);
- whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."

The above required information is:

- to be reported to an Ordinary meeting of the Council; and
- incorporated in the minutes of that Ordinary meeting.

2. Section 76AA definition:

"**Assembly of Councillors** (however titled, e.g: meeting / inspection / consultation etc) is a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of staff which considers matters that are intended or likely to be;

- The subject of a decision of the Council; or
- Subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee.

Brief Explanation:

Some examples of an *Assembly of Councillors* will include:

- Councillor Briefings;
- on site inspections, generally meetings re: any matters;
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- meetings with local organisations, Government Departments, statutory authorities (e.g. VicRoads, etc);

providing at least 5 Councillors and 1 Council staff member are present and the matter/s considered are intended or likely to be subject of a future decision by the Council OR an officer decision under delegated authority.

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Please note: an Advisory Committee meeting requires only one Councillor to be in attendance. An advisory committee is defined as any committee established by the Council, other than a special committee, that provides advice to:

- the Council; or
- a special committee; or
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- (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.

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

16.8 PLANNING PERMIT APPLICATION 2013/188 - DEVELOPMENT OF AN OUTBUILDING (KITCHEN AREA) ON PART OF GEORGE STREET TRARALGON AND PART OF CROWN ALLOTMENT 22. SECTION 18, TOWNSHIP OF TRARALGON

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to determine Planning Permit Application 2013/188 for the development of an outbuilding (kitchen area) on George Street, Traralgon and Crown Allotment 22. Section 18, Township of Traralgon, Parish of Traralgon.

DECLARATION OF INTERESTS

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

STRATEGIC FRAMEWORK

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

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objective – Built Environment

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

Latrobe City Council Plan 2013 - 2017

Planning for the future

Strategic Direction

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 and Environment Act* 1987 (the Act) and the Latrobe Planning Scheme (the Scheme), which apply to this application.

BACKGROUND

SUMMARY

Land: Part of George Street (Government Road Reserve), Traralgon and part of Crown Allotment

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

22. Section 18, Township of Traralgon, Parish of Traralgon.

Proponent: Janaka Keppitipola and Lanie Korybutiak operators of Star Café Larder

Zoning: Residential 1 Zone

Overlay: Heritage Overlay – HO125

A Planning Permit is required for buildings and works associated with a Section 2 Use in accordance with Clause 32.01-6 of the Scheme.

A Planning Permit is also required for buildings and works associated with a heritage listed site in accordance with Clause 43.01-1 of the Scheme.

PROPOSAL

It is proposed to build a 4 metre wide by 3 metre long outbuilding on the northern side of the existing premises known as Star Café Larder (former Star Hotel). The outbuilding will be detached from the premises and contain a wood-fire pizza oven which will be used in association with the operations of the 'food and drink premises'. This premise has been in operation since 1995 and permitted under Planning Permit 94/941/PM.

It was submitted by the applicant that they plan to operate the wood-fire eatery Friday- Sunday 8 am-10 pm.

The outbuilding will be located approximately:

- 28 metres from the street frontage;
- 1 metre from the northern boundary; and
- 0.2 metres from the northern veranda of the existing building (adjacent to the back door).

The outdoor kitchen area will not generally be visible from the street frontage, adjoining properties or from the entrance to the premises.

The outbuilding will be constructed out of weatherboard cladding.

Please note: the original planning permit application was for a liquor license and an outbuilding. The applicant amended the planning permit application after notification was conducted. The application is now solely for an outbuilding. However, Council is currently assessing a separate application for a Liquor License.

A site plan is included as Attachment 1 of this report and elevations are included as Attachment 2.

Subject Land:

The Star Hotel now goes by the name of the Star Café Larder. In 1990 the former Star Hotel was relocated to its current location

being partly on a disused and unmade section of George Street (Government Road Reserve), Traralgon and partly on Crown Allotment 22, Section 18, Township of Traralgon, Parish of Traralgon (Thomas C Wright Reserve).

The operators of the Star Café Larder lease the premises from Council along with approximately 550 square metres of land around it. This lease boundary is defined by a fence and access to the premises is gained via a sealed pedestrian pathway adjoining Peterkin Street.

The building is heritage listed and is more specifically referred to as HO125 within the Latrobe City Heritage Study. The study details that the Star Hotel is '*a rare example of an early Gippsland hotel building, probably the oldest extant hotel building in Central Gippsland. It is one of the oldest surviving buildings in Traralgon, only 'Traralgon Park', 'Brooklea' and the farm house, Dunbar Road, could be contemporary. It provides valuable evidence of the early development of the town*' (Context Pty Ltd, (2010), Latrobe City Heritage Study Volume 3: Heritage Place & Precinct Citations).

The heritage study also details that the building today is largely intact but many of the original details are missing. Veranda materials have been 'misplaced' during the moving process.

The kitchen within the building was considered to be somewhat out-dated and did not meet the Food Standards Code as referenced in the *Food Act 1984*. Latrobe City Council has recently paid all costs associated with updating the kitchen to Food Standards Code requirements. The works included the installation of an exhaust canopy, wash basin, replacing shelving and other associated works.

The topography of the land is generally flat with scattered vegetation including shrubs and canopy trees. There is a designated water way in excess of 30 metres from the building.

Surrounding Land Use:

The site is located on the eastern periphery of Traralgon's urban area, approximately 100 metres from the central activity district.

Surrounding the site to the north and east is an established residential precinct within the Residential 1 Zone. To the south and west of the subject site is the Thomas C Wright Reserve (Crown land) within the Public Park and Recreation Zone.

A site context plan is included in Attachment 3.

HISTORY OF APPLICATION

A history of assessment of this application is set out in Attachment 4.

The provisions of the Scheme that are relevant to the subject application are included in Attachment 5.

LATROBE PLANNING SCHEME

State Planning Policy Framework

The proposal has been considered against the relevant clauses under the State Planning Policy Framework.

Clause 11.05-1 Regional settlement networks aims to promote the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework Plan. The Moe, Morwell and Traralgon cluster is identified as a major regional city where urban growth should be directed.

Clause 15 *Built Natural Environment and Heritage* states that *'Planning should ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.'*

Clause 15.01-5 *Cultural identity and neighbourhood character* states that development should respond and reinforce heritage values and built form that reflects community identity.

Clause 15.03-1 *Heritage conservation* has a stated objective *'to ensure the conservation of places of heritage significance.'*

The strategic directions set out in the State Planning Policy Framework set a clear framework that generally supports development in areas of heritage significance provided they conserve elements of heritage significance or identify uses for the subject site or precinct that are compatible with its heritage significance.

Local Planning Policy Framework

Clause 21.04 Built Environment Sustainability recognises the towns of Moe, Morwell, Traralgon and Churchill as having their own unique characteristics which contribute to their local sense of place and provide diversity. Each town has developed its own role and function with Traralgon identified as being the commercial centre of Latrobe City.

Clause 21.04-4 *Heritage Overview* details that Latrobe City has a diverse heritage. There are a number of stated strategies and objectives under this clause which in general outline the importance of conserving and giving adequate statutory protection to sites of heritage significance. The strategies and objectives of Objective 2 under Clause 21.04-4 of relevance to the assessment of this application:

Objective 2 – Heritage

'To ensure that the management of heritage places will reveal rather than diminish the significance of the place.'

The statement of significance as per HO 125 details the following:

'The Star Hotel is of regional historical significance as one of the oldest hotel buildings in Central Gippsland and one of the oldest buildings which remains mostly intact in Latrobe City. It demonstrates the development of Traralgon prior to the coming of the railway and contributes to an understanding of the early development of the town.

It is architecturally significant as a representative example of a simple early hotel building with a gabled roof and verandah and early detailing.

Socially, it is significant as building that holds cultural sentiment for the local community.'

It is considered that the proposal is consistent with this objective and strategies related to heritage protection in the Local Planning Policy Framework and the incorporated document of the Latrobe Planning Scheme, *Latrobe City Heritage Study* (2010) for the following reasons:

- The proposed outbuilding does not change the principal facade of the heritage place;
- There is a discernible difference between the outbuilding area and the original structure; and
- The outbuilding will not generally be visible from the street frontage (Peterkin Street) or the entrance to the building.

It is considered that the proposal is consistent with the Local Planning Policy Framework.

Residential 1 Zone

The subject site is located within the Residential 1 Zone. The primary purposes of the zone are:

- *'To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households;*
- *To encourage residential development that respects the neighbourhood character; and*
- *In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.'*

In accordance with the Residential 1 Zone provisions, a permit is required for buildings and works associated with a Section 2 Use being a food and drink premises. The purpose and decision

guidelines of the Residential 1 Zone have been taken into account as part of the assessment of this application and it is considered that the application complies with the zoning provisions.

These elements will be further discussed in the 'Issues' section of this report.

Heritage Overlay

The purpose of the Heritage Overlay is to conserve and enhance areas of heritage significance and importance while ensuring development does not impact the heritage significance of these places.

The proposal will provide for an outbuilding at the rear of a heritage listed building listed as having local historic and social significance to Latrobe City and Traralgon in particular.

In accordance with the Heritage Overlay provisions, a permit is required to construct a building. The purpose and decision guidelines of the Heritage Overlay have been taken into account as part of the assessment of this application and it is considered that the application complies with the overlay provisions.

These elements will be further discussed in the 'Issues' section of this report.

ISSUES

Heritage Importance of the Site:

As previously identified within this report, the subject site is identified as having heritage significance and is within the Heritage Overlay. The design of the proposal is consistent with the heritage significance by protecting the original building, gabled roof and veranda.

Furthermore, the outbuilding has been designed in a way that it could be decommissioned without damaging or interfering with the original building. It is considered that the Star Café Larder could operate in a more sustainable manner by having an additional kitchen area to be able to cook food for the patrons.

Pursuant to Clause 43.01-4 *Decision guidelines* there are a number of issues that have to be considered in making an assessment of an application in the Heritage Overlay. The following are the appropriate decision guidelines that have been assessed as part of this application:

Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.

The building is not located within a heritage precinct nor is it located in its original location. Therefore, the site itself is not detailed as part of the statement of significance.

The proposed outbuilding is similar in nature to outbuildings found within the Residential 1 Zone on the surrounding residential lots. It is considered that the proposal is consistent with these design components for the following reasons:

- The outbuilding is located to the rear of the existing building;
- The outbuilding is considered minor in size/nature (3 metres wide by 4 metres long);
- The outbuilding is detached and could be fully decommissioned if it is no longer required;
- The outbuilding is masked by the existing building, vegetation and 2 metre high fence to the north of the site; and
- There will be no changes to the existing building.

As a result it is considered that the proposal has taken into consideration all the required design considerations, as appropriate, for an application in the heritage overlay.

Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.

As outlined previously in the report, it is considered that the applicant has considered the statement of significance in the design response. The proposal has been put forward as a method of making the existing kitchen area more functional. This proposal provides for an extended area for existing use while protecting the original building. The proposal is considered generally to be consistent with this conservation management guideline.

Submissions

As stated previously the original planning permit application was for a liquor license and an outbuilding (kitchen area). The applicant amended the planning permit application after notification was conducted. The application received 10 submissions in the form of objections. The objections were primarily associated with the liquor licence. Subsequently, the applicant amended the application resulting in the application being solely for an outbuilding (kitchen area).

All the objectors were sent a formal letter detailing the amendments and were given another opportunity to provide a submission to the outbuilding (kitchen area).

As a result, 1 submission in the form of an objection was received to the amended application. The objection is included in Attachment 6. The component of the objection is as follows:

1. Concerns that the kitchen area which contains a wood fire oven would be a continuing source of smoke and noise

Officer Comment

It has been expressed by the permit applicant that the oven located within the outbuilding will be a domestic wood fired oven which will only operate during the weekend.

However, suitable conditions will be placed on any issue of a permit to ensure nuisance smoke and noise is managed to the satisfaction of the Responsible Authority. These conditions can be actively enforced by Council if required.

2. Concerns that the operating hours until 10 pm will cause noise that will affect the right to a 'quiet residential occupation'.

Officer Comment

This application is for buildings and works associated with an existing use (food and drink premises). The hours of operation is not considered relevant in the assessment of this proposal, as there is no proposed change to operating hours as part of this application.

3. Concerns in relation to the number of patrons.

Officer Comment

The number of patrons is not considered relevant in the assessment of this proposal as the premise has existing use rights to operate as a 'food and drink premises'.

There are no proposed changes to patron numbers as a result of this application.

Particular Provisions**Clause 52.06 Car Parking**

Clause 52.06 Car parking determines the car parking requirements for land uses/developments. A main purpose of the provision is to ensure that safe, efficient, adequate car parking is provided. The provisions for food and drink premises details that 4 car parking spaces are required for each 100 square metres of floor area. Based on that rate 0.48 car parking spaces are to be provided for this proposal.

However, the provisions also detail that *'if in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number'*. Therefore, zero car parking spaces are required for this development.

Furthermore, there would be no increase in the seating capacity as the outbuilding would facilitate a kitchen area.

Clause 65 - Decision Guidelines

Before deciding on an application or approval of a plan, the Responsible Authority must also consider the 'Decision Guidelines' at Clause 65.01, as appropriate.

As discussed previously in this report, the proposal is considered to be consistent with the decision guidelines at Clause 65.01.

Clause 81 Incorporated Documents

There is one relevant incorporated document which is *Latrobe City Heritage Study Volume 3: Heritage place & precinct Citations July 2010*, which the subject site is identified as of the precinct citation number HO 125.

As discussed previously in this report, the proposal is considered to be consistent with this incorporated document and the individual citation of the site.

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:

In accordance with the notice requirements of Section 52(1) of the Act, notice was provided to adjoining property owners and occupiers of the proposal and a sign was displayed on the site for 14 days. As a result of the notification process, the application received one submission.

External:

There were no referral requirements pursuant to Section 55 of the Act.

Internal:

Internal officer comments and advice were sought from the Health Team. Council's internal team had no objection to the granting of a permit subject to the inclusion of a condition.

OPTIONS

Council has the following options in regard to this application:

- 1 Issue a Notice of Decision to Grant a Planning Permit: or
- 2 Refuse to Grant a Planning Permit.

ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

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 including the State and Local Planning Provisions, the purpose and decision guidelines of the Residential 1 Zone, Heritage Overlay and the incorporated document of the Latrobe City Planning Scheme *Latrobe City Heritage Study Volume 3: Heritage place & precinct Citations July 2010* it is considered that the application is generally consistent with the requirements of the Scheme.

Attachments

1. Site plan
2. Elevation plans
3. Site Context Plan
4. History of application
5. Relevant Planning Scheme Ordinance
6. Submission

RECOMMENDATION

That Council issues a Notice of Decision to Grant a Planning Permit for the development associated with an outbuilding (kitchen area) at George Street, Traralgon with the following conditions:

1. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
2. The development must comply with all requirements of the Environment Protection Act (Wood smoke & Noise), *Food Act 1984*, Food Safety Standards and the Australian Standard for the Design, Fit out and Construction of Food Premises AS 4674-2004.
3. The exterior colour and cladding of the building must be of a non-reflective nature to the satisfaction of the Responsible Authority.
4. Downpipe water from any building must be suitably directed into water tank, soakwell, or otherwise discharged, so as not to cause erosion to the subject or surrounding land, to the satisfaction of the Responsible Authority.
5. This permit will expire if one of the following circumstances applies:
 - a) The development is not started within two years of the date of this permit; or
 - b) The development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within six months of expiry of permit.

16.8

PLANNING PERMIT APPLICATION 2013/188 - DEVELOPMENT OF AN OUTBUILDING (KITCHEN AREA) ON PART OF GEORGE STREET TRARALGON AND PART OF CROWN ALLOTMENT 22. SECTION 18, TOWNSHIP OF TRARALGON

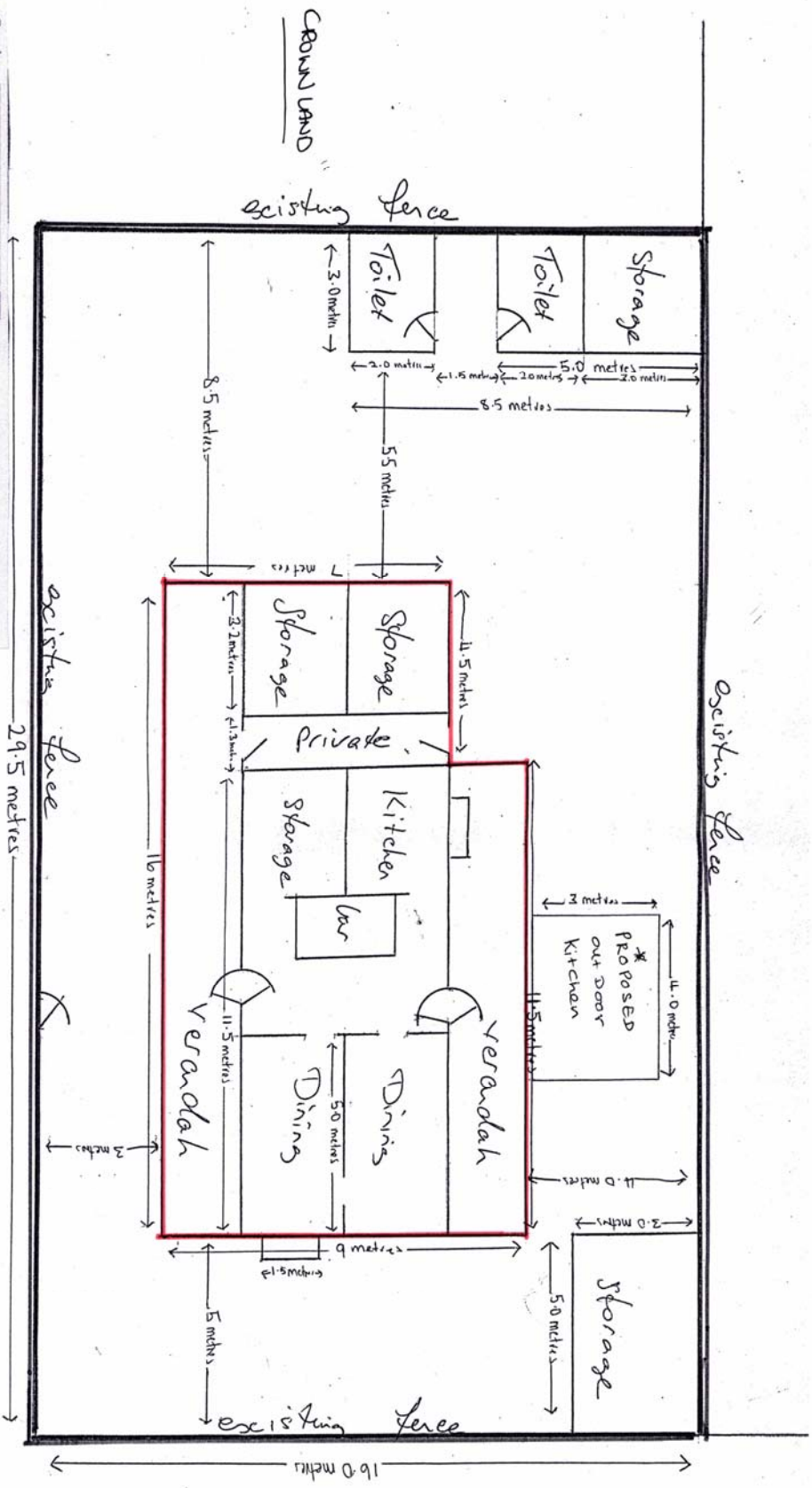
1	Site plan.....	519
2	Elevation plans	521
3	Site Context Plan	523
4	History of application	525
5	Relevant Planning Scheme Ordinance	527
6	Submission	529

* 20 metres from fence to Peterkin Street.

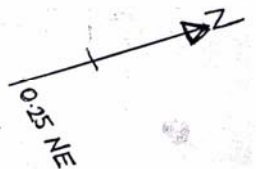


STAR CAFE and LARDER
17 Peterkin Street, TRARALGON 3844.

Scale 1:100



* PETERKIN Street

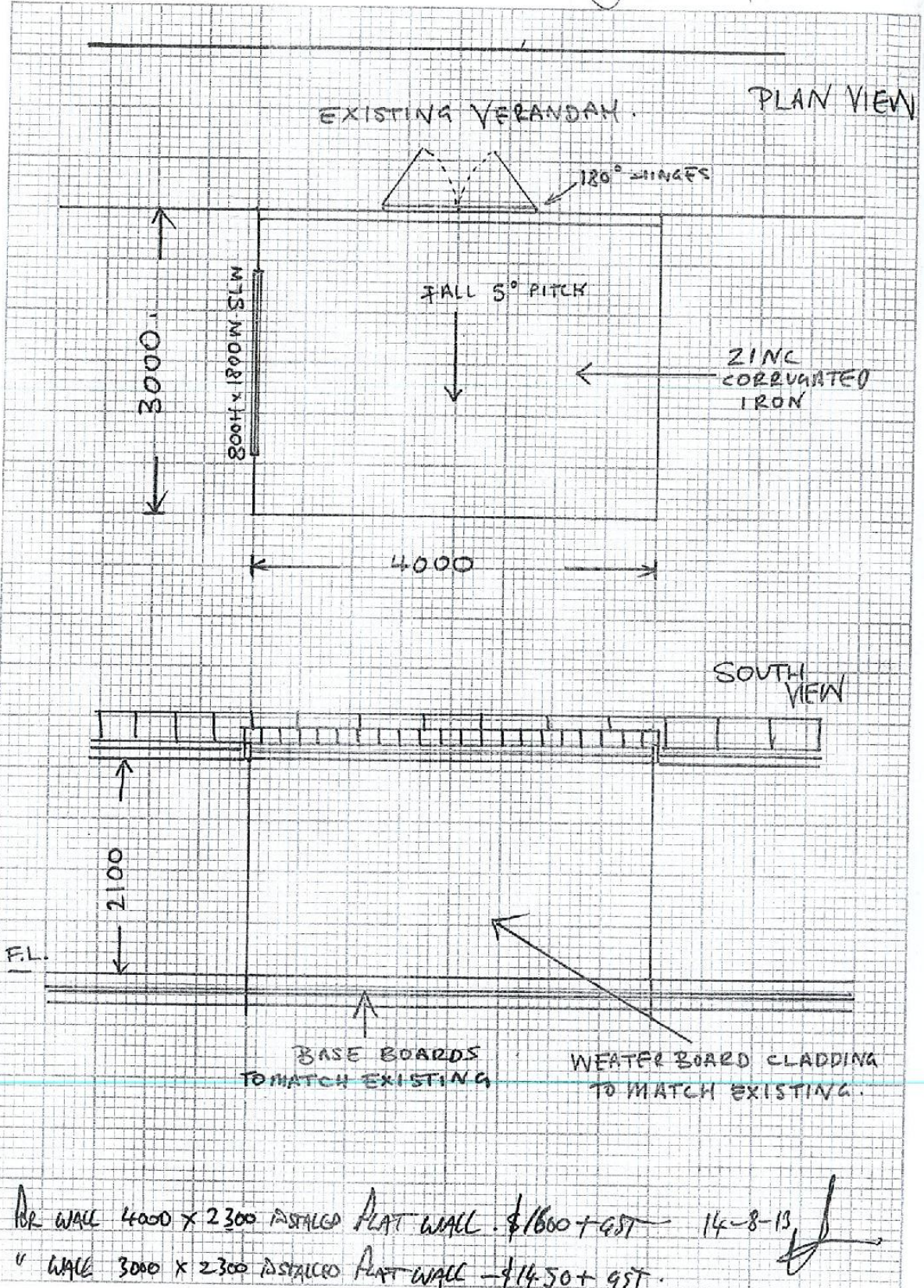


PROPOSED OUTDOOR KITCHEN

Pg 1

2mm Squares

FOR MR JANAKA KEPPITIPOLA @ STAR HOTEL.

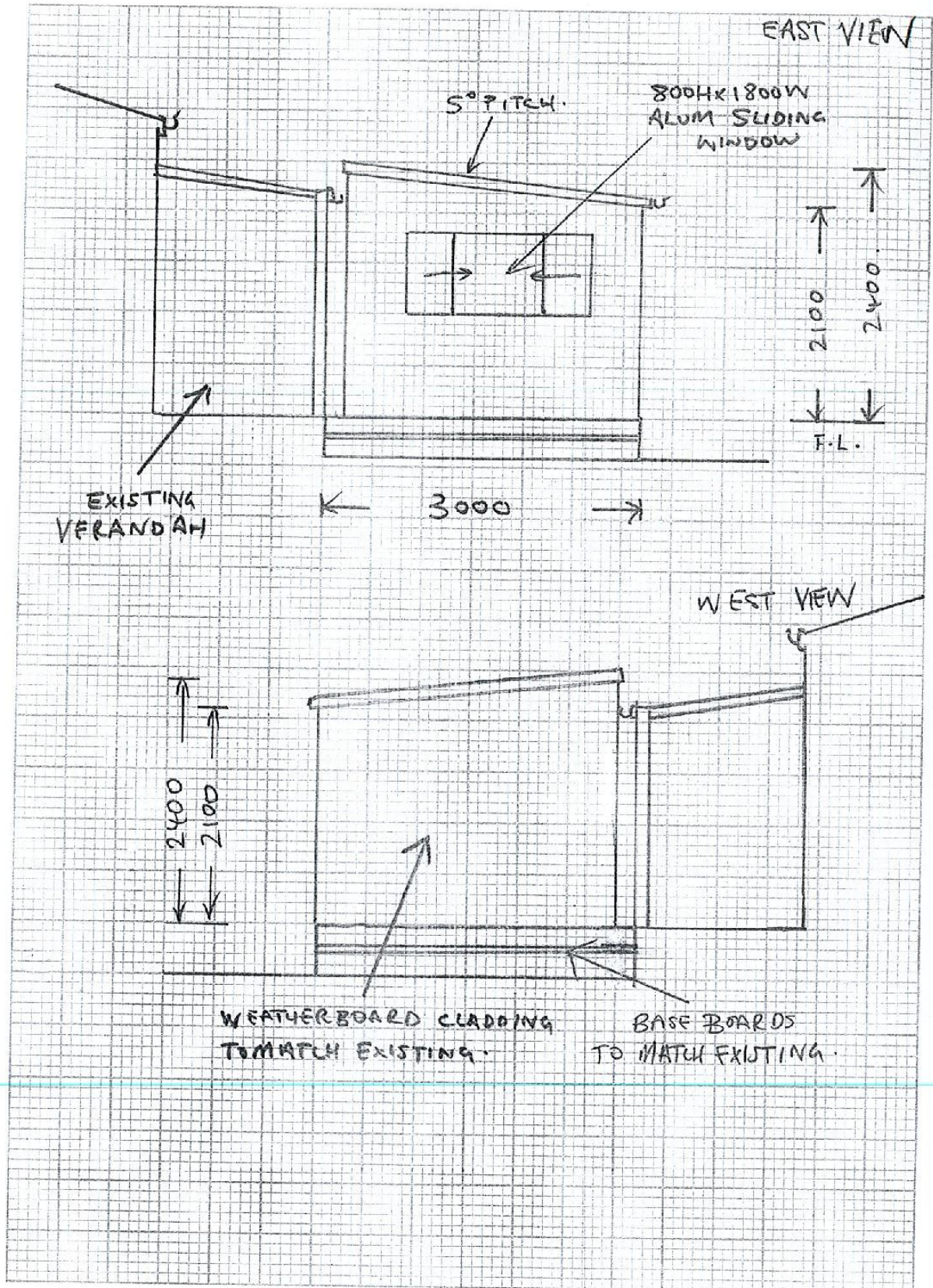


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2mm Squares



SCALE 1:50



History of Application

9 August 2013	Planning Permit application received by Council.
23 September 2013	Letter was sent to the applicant requesting that they advertise their application by sending letters to adjoining landowners and occupiers, as well as placing a sign on site for 14 days under Section 52(1)(a) and Section 52(1)(d) of the Act. Application was referred internally to Council's Health team for comment.
27 September 2013	Application was amended.
9 October 2013	Applicant submitted statutory declaration to Council confirming that advertising had been completed as requested.
9 October 2013	A letter was sent to the objectors detailing the nature of the amended application. The objectors were given the opportunity to object solely to the outbuilding (kitchen area).
23 October 2013	One objection received.
15 October 2013	Response received from Council's Health team.

Latrobe Planning Scheme

State Planning Policy Framework:

Clause 11.05 Regional development
Clause 15 Built environment and heritage
Clause 15.01-5 Cultural identity and neighbourhood character
Clause 15.03-1 Heritage conservation

Municipal Strategic Statement:

Clause 21.01 Municipal profile
Clause 21.04 Built environment sustainability
Clause 21.04-4 Heritage overview

Zoning:

The subject site is zoned Residential 1 Zone.

Overlays:

The subject site is within the Heritage Overlay.

General Provisions:

Before deciding on an application, the Responsible Authority must also consider the 'Decision Guidelines' of Clause 65 as appropriate.

23 October 2013

Emil Swiety

19 Peterkin Street

Traralgon 3844

Attn Robyn Trites

Latrobe City

PO Box 264

Morwell 3840

APPLICATION NO: 2013/188

In response to your letter dated the 19th October concerning advice that the planning permit application 2013/188 has been amended and my objection I would like to take the opportunity submit an amended objection.

A wood fired outdoor kitchen operating from early mornings to late at night will be a continuing source of smoke and noise that will affect my use of my backyard.

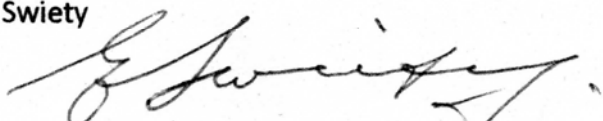
The proposed kitchen is only a few meters from the boundary fence and my clothes line. It will be a continuing source of wood smoke pollution. It will not just be occurring during the cooler months of the year from time to time as would be the case for a wood heater but will be there whenever the kitchen is open and operating. Depending on the prevailing wind conditions and the operation of the fire, smoke may drift onto my washing or into my house through open windows. I suffer from respiratory problems and exposure to smoke can exacerbate these problems.

The original application also stated that the operating hours were to 10 pm. I believe that the operation of an outdoor kitchen to these times will also cause noise that will affect my right to a quiet residential occupation.

Although you have indicated that my submission should be limited to the building works of the outdoor kitchen I would like to repeat my concerns that the original permit was for a 75 person establishment and the scale of this operation will cause significant parking issues and nuisance around my residence.

Yours faithfully

Emil Swiety



ORDINARY COUNCIL MEETING AGENDA 02 DECEMBER 2013 (CM426)

16.9 PLANNING PERMIT APPLICATION 2012/290 - SIX LOT SUBDIVISION & CREATION OF COMMON PROPERTY AT 340 OLD MELBOURNE ROAD TRARALGON

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to determine Planning Permit Application 2012/290 for a six lot subdivision and creation of common property at 340 Old Melbourne Road in Traralgon known as Lot 4 on LP 95779

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 Objective – Built Environment

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

Latrobe City Council Plan 2013 - 2017

Planning for the future

Strategic Direction

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 and Environment Act* 1987 (the Act) and the Latrobe Planning Scheme (the Scheme), which apply to this application.

BACKGROUND

SUMMARY

Land: 340 Old Melbourne Road, Traralgon, known as Lot 4 on LP 95779

Proponent: W.P Riddle & B Riddle
c/- Beveridge Williams & Co Pty Ltd

Zoning: Low Density Residential Zone (LDRZ)

Overlay: N/a

A Planning Permit is required for subdivision of land in a Low Density Residential Zone in accordance with Clause 32.03-3 of the Scheme.

PROPOSAL

It is proposed to subdivide the land into six lots and creation of common property to provide access to proposed lots 2 – 6.

A copy of the proposed plan of subdivision is included as Attachment 1 of this report.

Subdivision

Proposed Lot 1 will contain the existing dwelling, carport, gazebo, shed, landscaped garden, wastewater/grey water disposal areas and wetland. The allotment will be irregular in shape, with a frontage to Old Melbourne Road measuring approximately 172 metres and a total area of approximately 1.8 hectares. Vehicular access will be provided from Old Melbourne Road via the existing access that will be upgraded as required.

The size of this lot has been determined by the location of the wetland and designated watercourse that traverses it. The wetland area and a 30 metre buffer either side of the designated water that transverses the site has been provided to comply with West Gippsland Catchment Management Authority requirements.

Proposed Lots 2 to 6 will range in area between approximately 4000m² and 4850m² and will be vacant and comprise of cleared land covered in pasture grass. All of these lots will be accessed from Old Melbourne Road via a new driveway in the form of common property. The common property will be designed with a width of 12 metres to allow for a 4.5 metre sealed driveway pavement, provision of landscaping and stormwater management. The common property will have an overall area of 1459m².

All allotments will be connected to reticulated electricity, water, gas and telecommunications services. As the land is located outside Gippsland Water's sewer reticulation district, all of the proposed lots will require on-site treatment and disposal of wastewater. Stormwater and the common property area will be managed by a body corporate arrangement.

Building and wastewater envelopes have been shown for each lot on the plan. A copy of this plan included as Attachment 2 of this report

Subject Land:

The site is located at 340 Old Melbourne Road, Traralgon. It is more particularly described as Lot 4 on Plan of Subdivision 95779, being land contained in Certificate of Title Volume 10375 Folio 393.

The site is irregular in shape, has an area of 4.1 hectares and an abuttal to Old Melbourne Road along the full length of its southern boundary. The dimensions of the site are as follows:

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- A frontage (southern boundary) measuring approximately 223.2 metres;
- An eastern side boundary measuring approximately 158.7 metres;
- A western side boundary measuring approximately 223 metres; and
- A rear (northern) boundary measuring approximately 213.5 metres.

The land is used for low density residential purposes and is developed with a single storey rendered brick dwelling with attached carport, a gazebo, large galvanised iron shed and associated infrastructure. The buildings are grouped together in the south-western corner of the site, within approximately 70 metres of the front boundary. A landscaped garden comprising a combination of planted native and exotic trees, shrubs and lawn cover is located on the southern side of these buildings.

The dwelling is connected to reticulated electricity, water, gas and telecommunication services, all of which extend along Old Melbourne Road. Wastewater is treated and retained on-site via a septic tank and trench system located on the northern side of the dwelling. Grey water is disposed of via a separate arrangement to the north-east.

An extensive wetland extends in a north-westerly direction between the site's southern and western boundaries. The wetland is approximately 40 metres in width and is fenced off from the balance of the site with post and wire. It comprises a series of four ponds established on a declared watercourse.

The remainder of the land is vacant, cleared and covered in pasture grass. Access to the site is obtained from Old Melbourne Road via a gravel crossover and driveway that leads to the dwelling and carport.

The land has an undulating topography, generally sloping down from each corner of the site towards the wetland, with a fall of approximately 12 metres between its highest point (northeast corner) and lowest point (at the wetland).

Surrounding Land Use:

The site is located within an established low density residential precinct on the western periphery of Traralgon's urban area, approximately 2.9 kilometres west of the central activity district.

Surrounding the site are low density residential allotments generally ranging between approximately 0.4 hectare and 6 hectares in area. All of these lots are developed with single dwellings and associated sheds. Old Melbourne Road is a bitumen sealed arterial road with gravel shoulders and open drains on both sides. It extends generally in an east-west direction between the towns of Traralgon and Morwell. The speed limit of the road changes from 60 kms to 80 kms per hour adjacent to the site.

A site context plan is included in Attachment 3.

HISTORY OF APPLICATION

A history of assessment of this application is set out in Attachment 4.

The provisions of the Scheme that are relevant to the subject application are included in Attachment 5.

ISSUES

Clause 32.03 Low Density Residential Zone (LDRZ)

The subject land is contained within the Low Density Residential Zone of the Scheme. The primary purpose of the zone is *'to provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater'*. In accordance with the LDRZ provisions, a permit is required to subdivide land and each of the proposed lots must be at least .4 hectare.

However, it should be noted that Clause 65 of the Scheme states that because a planning permit can be granted does not imply that a permit should or will be granted. Council must decide whether the proposal will produce acceptable outcomes in terms of the relevant provisions of the Scheme.

In accordance with Clause 32.03-3 of the Scheme, Council must consider decision guidelines of the LDRZ as follows, as appropriate:

- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *The protection and enhancement of the natural environment and character of the area including the retention of vegetation and faunal habitat and the need to plant vegetation along waterways, gullies, ridgelines and property boundaries.*
- *The availability and provision of utility services, including sewerage, water, drainage, electricity, gas and telecommunications.*
- *In the absence of reticulated sewerage:*
 - *The capability of the lot to treat and retain all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.*
 - *The benefits of restricting the size of lots to the minimum required to treat and retain all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria).*
 - *The benefits of restricting the size of lots to generally no more than 2 hectares to enable lots to be efficiently maintained without the need for agricultural techniques and equipments.*
- *The relevant standards of Clauses 56.07-1 to 56.07-4 [which relate to integrated water management in subdivisions].*

An assessment of the application against the above has highlighted wastewater and stormwater management as the key issues to be

resolved. The subject land is located outside Gippsland Water's sewer reticulation district and all of the proposed lots would require on-site treatment and disposal of wastewater. Also, there is currently no supporting drainage or stormwater infrastructure in place in the Traralgon low density residential area.

Stormwater Management

The applicant has detailed the following in relation to the management of stormwater onsite *"The proposed stormwater treatment and retarding swales will be a 'common' drainage system located within common property reserve. The system will be subject to Unlimited Owners Corporation rules and a Section 173 Agreement that sets out obligations on the Unlimited Owners Corporation and its members. The Agreement will need to be registered on the titles for Lots 2, 3, 4, 5 and 6 and the common property. A stormwater management plan will be prepared following the issue of a planning permit and will be attached as a schedule to the Agreement. This will provide certainty to the future owners of each lot, the Owners Corporation and the Council as to the responsibilities for management and maintenance of the common drainage system"*.

Council's Traralgon West Interim Infrastructure Development Policy outlines the process by which Council will consider further subdivision of land within the Traralgon Low Density Residential Zone

In relation to an application to subdivide land, the policy requires an assessment against the criteria set out in the policy including *"whether the proposal will result in increased stormwater volumes being generated and whether this is likely to have an adverse impact on other property"* and *"whether a stormwater management plan has been submitted and that the plan is to the satisfaction of the responsible authority"*.

Increased drainage flows downstream of the site would not be permitted without the construction of supporting infrastructure to mitigate potential flooding and degraded water quality impacts. As there is currently no overall development plan for the area, each subdivision should make adequate individual provision for the treatment and discharge of all stormwater from the land and from areas upstream to ensure that water quality is maintained or improved and stormwater flow rates are restricted to pre-development flow rates.

The alternative to on-site detention and treatment is for the applicant to make arrangements to the satisfaction of the responsible authority, for the provision of stormwater detention and treatment on land downstream of the site. This would also require the provision of appropriate stormwater drainage works between the subject land and the downstream treatment/detention site.

The proposed stormwater management arrangement has been reviewed by Council's Infrastructure Planning Team and is generally deemed satisfactory, subject to inclusion of appropriate permit conditions to ensure that all members of the Owners Corporation be responsible for the ongoing use, maintenance and liabilities associated with the common drainage system.

It should be noted whilst the West Gippsland Catchment Management Authority (WGCMA) has identified that a designated waterway runs through the property with proposed Lot 1, they do not have any objections to the proposed six lot subdivision or the proposed stormwater management arrangement as outlined by the applicant. The WGCMA only requested that appropriate permit conditions be included, should a planning permit for the proposal be granted, requiring the development of a Water Management Plan to revegetate and rehabilitate the relevant waterway.

On the above basis, it is reasonable to consider that subject to appropriate conditions, the proposed stormwater drainage system would be able to operate efficiently to limit stormwater discharge from the site to pre-developed levels. The proposal is unlikely to have any adverse amenity impact on adjoining properties or on the environmental qualities of waterways, from excessive stormwater runoff.

Wastewater Management

In terms of wastewater management, it should be noted that the purpose and decision guidelines of the LDRZ emphasise the need to ensure that waste water can be treated and retained on site in accordance with the State Environment Protection Policy (Waters of Victoria) under the *Environment Protection Act 1970*.

It is noted the application was also referred to the EPA for consideration in accordance with Section 52 of the Act. It should be noted that Environment Protection Authority (EPA) objected on two grounds one of which was related to waste water treatment. The EPA, following the review of the submitted Land Capability Assessment (LCA) identified the following issues:

- *“The LCA states that the site has a number of environmental constraints impacting upon the sustainable application of wastewater to land including a watercourse, springs and dams, lateral seepage from upslope, seasonal wet areas, areas of frequently saturated soil and groundwater springs.*
- *EPA recommends Council consider obtaining an independent review of the LCA, as the report submitted with the application raises numerous factors which may impact on the site being able to sustainably treat and contain wastewater on within the boundary of the property”*

As a result of this point of objection, the applicant was requested to provide a review of the submitted LCA by a suitably qualified Environmental Consultant to conduct a peer review assessment of the document. On receiving this peer review assessment of the submitted LCA the application and supporting documentation was re-referred to the EPA and Councils Health Team.

The following was provided in an amended response received from the EPA: *“EPA acknowledges receipt of the Independent review of the Land*

Capability Assessment (LCA) (EWS Environmental, report dated 28 May 2013), provided in response to the recommendation in our previous correspondence (letter dated 14 December 2012). The report provides recommendations for minor adjustments to the size, location and orientation of effluent envelopes, and position of cut-off drains in accordance with EPA's Guidelines for Environmental Management - Code of Practice Onsite Wastewater Management (EPA Publication 891.3, 2013), and indicates that there is a low risk of off-site impact associated with domestic wastewater treatment. EPA reminds Council that should they decide to issue a planning permit for this application, that in accordance with Clause 32 of the State Environment Protection Policy (Waters of Victoria), they must ensure that the allotment is capable of treating and retaining all wastewater within the allotment boundary. Consideration of the recommendations within the Independent review report should therefore be made when assessing this application."

For the reasons outlined above, it is considered that the proposal is generally inconsistent with the purpose of LDRZ, as the revised documentation has failed to satisfactorily demonstrate that wastewater would be capable of effectively being treated and wholly contained within the boundary of the site generally in accordance with the relevant EPA guidelines and Code of Practice.

Traralgon West Interim Infrastructure Development Policy (TW Interim Policy) 11 POL-2

Pursuant to Section 60(1A)(g) of the Act, before deciding on an application, the responsible authority, if the circumstances appear to so require, may consider any other strategic plan, policy statement, code or guideline which has been adopted by a Minister, government department, public authority or municipal council.

In this case, the Traralgon West Interim Infrastructure Development Policy (TW Interim Policy) 11 POL-2 is applicable.

The TW Interim Policy applies to approximately 180 hectares of Low Density Residential zoned land to the west of Traralgon (or known as Traralgon West Low Density Residential Precinct). The subject site falls within this precinct.

This policy, adopted by Council on 7 February 2011, outlines the process by which Latrobe City Council will consider further subdivision of land within the Traralgon Low Density Residential Precinct, pending:

- Resolution and construction of agreed road and stormwater infrastructure services to be provided for the precinct;
- Mitigation of potential detriment to downstream landholders resulting from increased stormwater volumes;
- Establishment of an appropriate framework to assure the equitable distribution and sequencing of landowner financial contributions to agreed road and stormwater infrastructure services;

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- Resolution of opportunities for the immediate and long term provision of medium density residential development within the LDRZ precinct.

Before deciding on an application to subdivide land, the policy requires that Council must also consider:

- *The directions of this policy [TW Interim Policy];*
- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;*
- *The Decision Guidelines provided by the Latrobe Planning Scheme at Clause 32.03-3 and Clause 65;*
- *The need to prevent the subdivision of land which may compromise future opportunities for future residential development within the precinct;*
- *Whether the proposal will result in increased stormwater volumes being generated and whether this is likely to have an adverse impact on other property’;*
- *Whether a stormwater management plan has been submitted and that the plan is to the satisfaction of the responsible authority;*
- *Whether each proposed lot has a legal point of vehicle access via a government road;*
- *Consideration of any management plan or infrastructure contribution scheme being prepared for the precinct; and*
- *The need to include a condition requiring specified works or services to be provided or paid for in accordance with an agreement under Section 173 of the Planning and Environment Act 1987. The 173 Agreement is to be prepared to ensure:*
 - *present and future landowner awareness of the possible higher density residential development occurring within the Traralgon LDRZ precinct’; and*
 - *Financial contributions are provided for the provision of future stormwater and road infrastructure within the Traralgon LDRZ precinct.*

As issues regarding stormwater and wastewater management have already been discussed above, the relevant decision guidelines of the TW Interim Policy that need to be further considered by Council are those relating to impact of the proposal on future opportunities for residential development within the TW precinct (or fragmentation of potential future residential land).

Inconsistency with the State and Local Planning Policies & Fragmentation of potential future residential land

The land is located outside the Traralgon township boundary identified in the Traralgon Structure Plan at Clause 21.05. There are Clauses which

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acknowledge the need to protect land on the outskirts of the town boundary in the event that this is to be required for future growth of the town. In particular, Clause 11.02-1 of the Scheme aims to restrict low density rural residential development that would compromise future development at higher densities. Also, 21.04-3 of the Scheme generally discourages further rural living or low density residential development on the fringes of the major towns where land is designated as a long-term urban growth corridor.

In addition, Council's draft Traralgon Growth Area Review report and draft Traralgon West Structure Plan have identified that there are some significant constraints associated with future residential development of Traralgon. In particular, the floodplain associated with Latrobe River located to the north of the town, the proposed Traralgon bypass to the south of the town, and the airfield and coal buffer to the west of the town restrict the ability for growth in these directions. A large portion of the area in Traralgon West is also affected by the Australian Paper Amenity Buffer. Areas to the east and west of Traralgon (including part of the subject land) therefore represent opportunities for future growth for the town, and ad-hoc subdivisions should be avoided to provide maximum opportunity for future residential development.

The subject land has been identified as being located within a 'proposed conventional residential' and 'future Residential 1 zoned' area, in accordance with Council's draft Traralgon West Structure Plan.

Whilst the proposed six lot subdivision may assist with the short term provision of low density residential lots, it affects the future ability of the land to be further subdivided and restricts the potential for a higher density lot yield in the future. It does so at a general level, because, as is recognized in the strategic planning documents for Traralgon, the more fragmented land is, and the more land owners that are involved, the more difficult it is to achieve the coordinated redevelopment of an area to a higher residential density. The further fragmentation of the site will also set a precedent which may influence other similar applications currently before Council, potentially also leading to those other sites being fragmented.

It should be noted that in *Cuddy v Latrobe* [2011] VCAT 1169, the Tribunal in considering the application for a 5 lot subdivision at 55 Regan Road in Traralgon, and the general issue of the future residential development of this area, concluded that there was no longer a shortage of land supply. However, since that decision, a significant amount of further strategic work has been undertaken by Council and it has become evident from the relevant strategic work, such as Council's Traralgon Growth Area Review Project, that there is still a strong need for the area containing the subject land to be available for higher density residential development in the future.

In a more recent case, *Vogt v Latrobe* [2012] VCAT 3197, the Tribunal in considering the application for a 4 lot subdivision at Lot 3 Bradford Drive Traralgon, accepted that '*there is strong policy support against the proposal [low density subdivision] in the Planning Scheme and the*

associated strategic work of the Latrobe City Council for the expansion of Traralgon', and directed to refuse the 4 lot subdivision proposal in Traralgon West area based on grounds including that it compromised potential for increased urban densities.

On the above basis, it is reasonable to consider that the subject proposal to create six additional lots will result in a long term detrimental impact on potential future residential growth of Traralgon, given the existing development constraints around the town boundaries. The proposal will restrict the orderly planning of future growth for the town and may hinder the capabilities for well planned, sustainable growth of the town. The proposal is considered to be contrary to Council's strategic direction for the area.

In relation to financial contributions (i.e. last dot point of TW Interim Policy), it should be noted that this issue has not been considered as part of the assessment of this application. This is because specific requirements of financial contributions have not been determined by Council at this stage, pending to outcome of the Traralgon Growth Areas Review project.

Air quality amenity concerns and buffer zone encroachment

The Australian Paper Maryvale mill (APM) is identified as an industry of state importance which is within 4.1km of the subject site. EPA Publication AQ2/86 *Buffer Distances for Industrial Residual Air Emissions* recommends that the APM has a buffer zone for up to 5 km, and these recommended buffer requirements are included in Clause 52.10 of the Latrobe Planning Scheme *Uses with Adverse Amenity Potential*.

The guidelines do allow for the recommended separation distances to be varied under a detailed study for site specific and location conditions. It should be noted that this 100m unit buffer around the APM partially impacts the subject site. It should be noted that an "Adjusted Amenity Buffer" that has been agreed upon between council officers and the APM does not affect the subject site.

The EPA's Recommended Buffer Distances for Industrial Residual Air Emissions AQ2/86 reinforces the concept of reverse buffers by specifying that buffer distances should be implemented taking into considerations the need for preventing sensitive uses encroaching on industry as well as industry encroaching on sensitive use.

Whilst the EPA opposes the intensification of development within the buffer, the subject property as detailed previously is located approximately 4.1km from the Australian Paper Mill. Added to this the zoning of the land as such will only allow subdivisions to be considered where proposals address the minimum lot size of the schedule to the zone as well as addressing all other planning considerations and address effectively all environmental and physical constraints of individual sites.

It should also be noted that comments have been sought from APM in relation to the proposed subdivision and APM did not object.

It is considered as a result that the proposed subdivision is appropriate when assessed against air quality amenity concerns and buffer zone encroachment of a state significant industry.

SUBMISSION

As a result of the notification process, 1 submission in the form of an objection has been received from the EPA (including the revised submissions from the EPA). This submission, including their revised submission is included in attachment 6. The issues raised in the EPA submissions are as follows:

1. Management of wastewater

Comment:

Issues in relation to wastewater runoff have been discussed above.

In relation to the wastewater issue, it is considered that the revised documentation has failed to satisfactorily demonstrate that wastewater would be capable of effectively being treated and contained within the boundary of the site generally in accordance with the relevant EPA guidelines and Code of Practice. The residual environmental and public health risk associated with the proposed on-site waste water system is of a concern.

It should be noted that as part of Council's Traralgon Growth Review Project, it has been identified that significant scope exists in the overall Traralgon West area to cater for future growth in terms of sewage treatment. This is because upon completion of the Gippsland Water Factory, it will be able to treat up to 35 million litres of domestic and industrial wastewater daily when fully operational. There is potential for the Traralgon west area to be serviced by reticulated sewerage in the future.

2. Implications of the Australian Paper Buffer

EPA highlighted in its submission to Council that the subject site is located within the 5 km Australia Paper Buffer area. EPA is of the view that the subject site is likely to be affected by amenity reducing impacts, in terms of odour emission from the Australian Paper Mill operation. To protect both residents and industry alike, EPA is generally against further intensification of residential areas within the Australian Paper buffer zone.

It should be noted that as part of the Traralgon Growth Review project, Council Officers are in the process of working with both Australian Paper and EPA to determine an appropriate buffer zone based on odour emissions and context of the area. A defined buffer zone has not been established at this stage. It should be noted that the "adjusted amenity buffer" has been agreed upon between council officers and the APM representatives.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal (VCAT).

Council would also be exposed to risk if the wastewater or stormwater system proposed by the applicant was unable to operate effectively or was not adequately maintained, and the consequence of failing system varies and depends upon the particular site and the sensitivity of the environment surrounding the site.

INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

Notification:

In accordance with the notice requirements of Section 52(1) of the Act, notice was provided to adjoining property owners and occupiers of the proposal and a sign was displayed on the site for 14 days.

External:

In accordance with the referral requirements of Section 55 of the Act, the application was referred to Telstra, SP AusNet Pty Ltd, Gippsland Water and GasNet for consideration.

The application was also referred to the WGCMA and EPA in accordance with Section 52 of the Act.

WGCMA does not object to the granting of a planning permit for a six lot subdivision subject to a condition being placed on any issue of a permit.

EPA does not support Council issuing a planning permit for the proposal given the site is affected by the Australian Paper buffer zone and due to ongoing concerns about on-site wastewater treatment despite a peer review assessment being conducted on the submitted LCA.

Internal:

The application was referred internally to Council's Infrastructure Planning and Health Services teams for consideration. Council's Engineering and Health Teams do not object to the proposal subject to appropriate conditions.

Details of Community Consultation following Notification:

Following the advertising and referral of the application, one submission in the form of an objection to the application was received from the EPA.

Please see attachment 6.

OPTIONS

Council has the following options in regard to this application:

- 1 Issue a Notice of Decision to Grant a Planning Permit: or
- 2 Refuse to Grant a Planning Permit.

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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 is inconsistent with the relevant objectives and decision guidelines of the Scheme. It is therefore recommended that a refusal to grant a Planning Permit be issued for the reasons set out in this report. More specifically, it is considered that:

- The proposal is inconsistent with Clauses 11.02-1 (Supply of Urban Land) and 21.04-3 (Rural Living Overview) of the Scheme by facilitating an inappropriate low density residential subdivision on land that is designated as a long-term urban growth corridor. The proposal would compromise future development at higher densities and restrict the orderly planning of future growth for Traralgon.
- The proposal is inconsistent with the purpose and decision guidelines of Clause 32.03 (Low Density Residential Zone), in terms of failing to clearly demonstrate the capability of the lots to treat and retain all wastewater on site in accordance with the State Environment Protection Policy (Waters of Victoria) under the *Environment Protection Act 1970*.
- The proposal is inconsistent with Clause 65.02 (Decision Guidelines).
- The proposal is inconsistent with Council's Traralgon West Interim Infrastructure Development Policy 11 POL-2.

Attachments

1. Proposed Plan of Subdivision
2. Building and Wastewater Envelopes
3. Site Context Plan
4. History of Assessment
5. Relevant Planning Scheme Provisions
6. Referral Response and Response as a result of Further Information from Environment Protection Authority

RECOMMENDATION

That Council issues a Notice of Refusal to grant a planning permit, for the six lot subdivision and creation of common property at 340 Old Melbourne Road, Traralgon (or more particularly described as Lot 4 on LP 95779 on the following grounds:

1. **The proposal is inconsistent with Clause 11.02-1 (Supply of Urban Land) and Clause 21.04-3 (Rural Living Overview) of the Scheme by facilitating an inappropriate low density residential subdivision on land that is designated as a long-term urban growth corridor. The proposal would compromise future development at higher densities and restrict the orderly planning of future growth for Traralgon.**

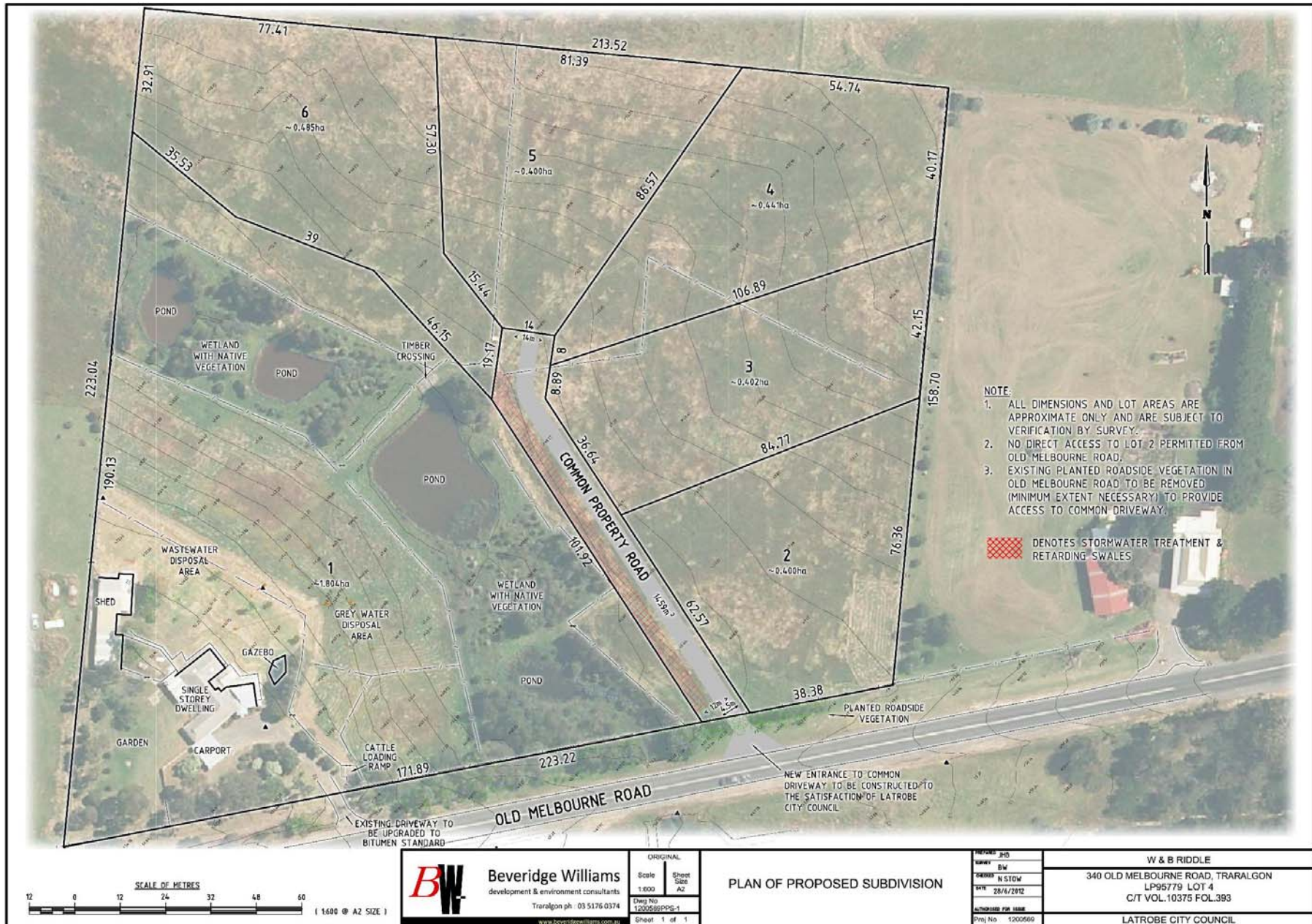
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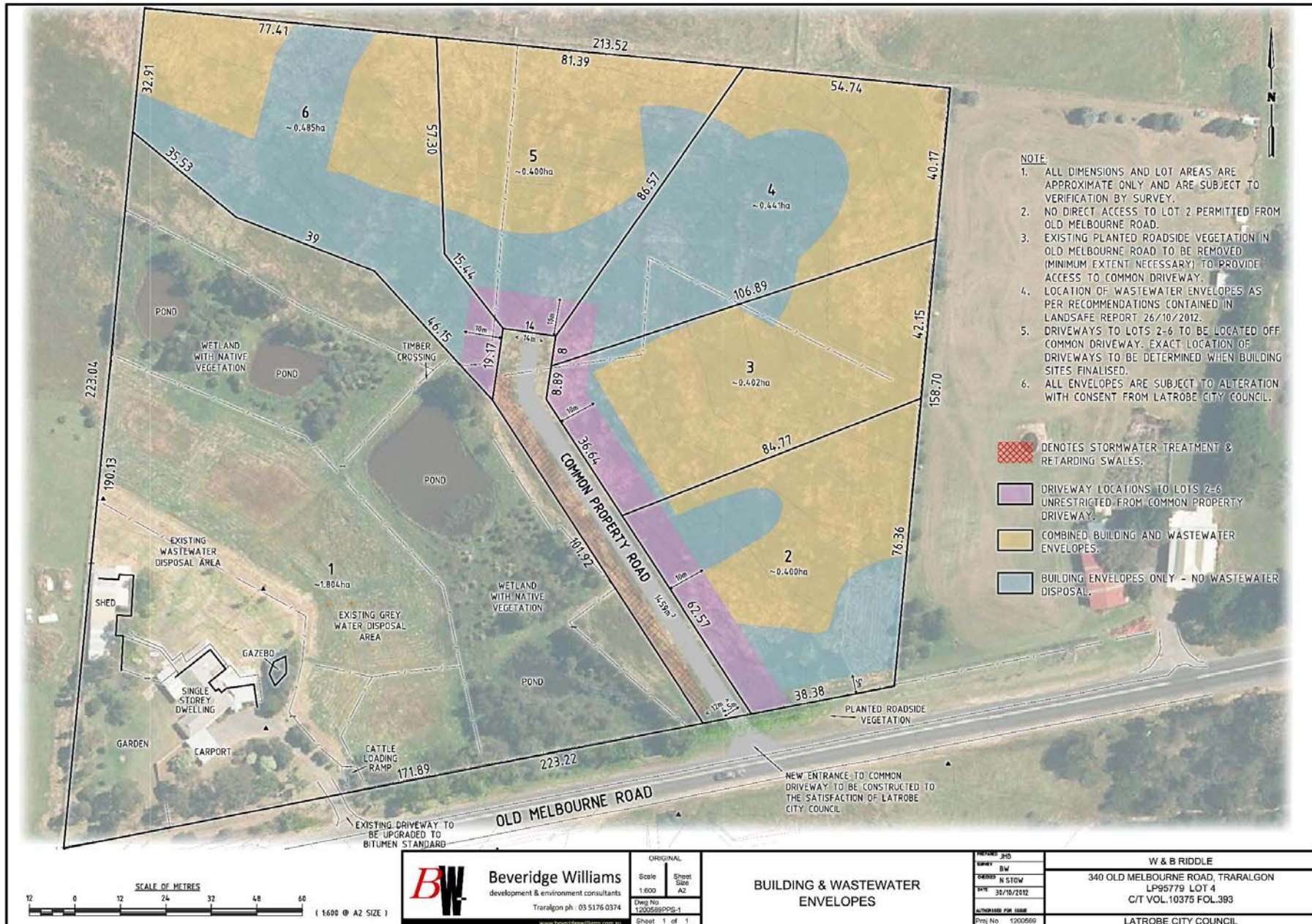
2. The proposal is inconsistent with the purpose and decision guidelines of Clause 32.03 (Low Density Residential Zone), in terms of failing to clearly demonstrate the capability of the lots to treat and retain all wastewater on site in accordance with the State Environment Protection Policy (Waters of Victoria) under the *Environment Protection Act 1970*.
3. The proposal is considered to be inconsistent with Clause 65.02 (Decision Guidelines).
4. The proposal is inconsistent with Council's Traralgon West Interim Infrastructure Development Policy 11 POL-2.

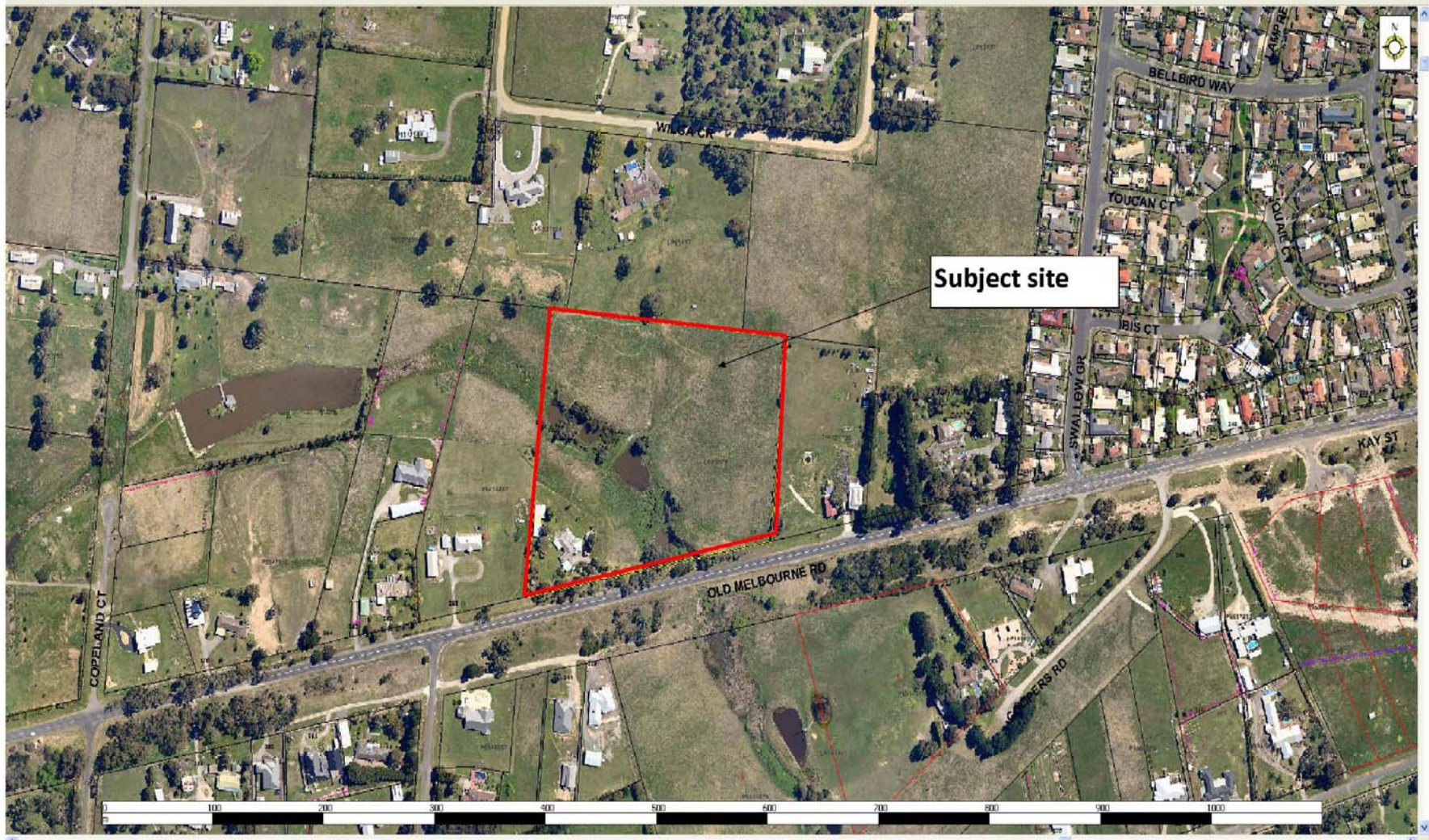
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PLANNING PERMIT APPLICATION 2012/290 - SIX LOT SUBDIVISION & CREATION OF COMMON PROPERTY AT 340 OLD MELBOURNE ROAD TRARALGON

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History of Application

26 November 2012	Planning permit application received by Council.
5 December 2012	Application advertised and referred to Gippsland Water, Telstra, SP Ausnet and APA. Application sent to West Gippsland Catchment Management Authority (WGCMA) for comment. Application referred internally to Infrastructure Planning, Health and Strategic Planning.
14 December 2012	Advertising instructions sent to the applicant.
14 December 2012	Objection received from the EPA in relation to waste water concerns and proximity to the APM
21 January 2013	Completed statutory declaration returned by the applicant.
30 January 2013	Correspondence from the property owners in relation to TGAR and its possible impact on the assessment of this planning permit application.
1 May 2013	Further information requested from the applicant to address EPA waste water management concerns.
20 June 2013	Revised response received from the EPA, two points of the objection still considered to be outstanding although concerns regarding waste water have been reduced substantially based on the peer review assessment provided by the applicant of the submitted LCA .
13 July 2013	Further correspondence with the EPA, questioning whether their objection would remain outstanding despite the changes in relation to the “adjust amenity buffer” and the fact the subject site was outside this agreed buffer between the APM and Council.
27 August & 10 September 2013	No reply from the EPA to emails sent in relation to Councils letter sent on 13 July 2013.

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LATROBE PLANNING SCHEME

State Planning Policy Framework

Clause 11.02 'Urban Growth'
Clause 11.05 'Regional Development'
Clause 15.01 'Urban Environment'
Clause 16.01 'Residential Development'
Clause 18.01 'Integrated Transport'
Clause 18.02 'Movement Networks'
Clause 19.03 'Development Infrastructure'

Local Planning Policy Framework

Clause 21.01 'Municipal Profile'
Clause 21.02 'Municipal Vision'
Clause 21.03 'Natural Environment Sustainability'
Clause 21.04 'Built Environment Sustainability'
Clause 21.05 'Main Towns'
Clause 21.07 'Economic Sustainability'
Clause 21.08 'Liveability'

Zoning – Low Density Residential Zone

The subject land is located within the Low Density Residential Zone.

Overlay

There are no overlays that affect this property.

Particular Provisions

Clause 52.01 'Public Open Space Contribution and Subdivision'

General Provisions

Clause 65 'Decision Guidelines'

Incorporated Documents (Clause 81):

There are no incorporated documents that relate to the consideration of this application.

Our Ref: 62229 – PL8389
Your Ref: 2012/290

14 December 2012

Janet Power
Planning Officer
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Dear Janet,

APPLICATION NO. 2012/290, 6 LOT SUBDIVISION, 340 OLD MELBOURNE ROAD, TRARALGON (SPEAR REF S029299A)

Thank you for your referral dated 5 December 2012 regarding the above planning permit application. EPA is not a statutory referral Authority under Section 55 of the Planning and Environment Act 1987, since this proposal:

- (a) does not require a licence or works approval or amendment to a licence or works approval;
- (b) Is not proposed to be used for an industry or warehouse for a purpose listed in the table to Clause 52.10 shown with a Note 1 or for which the threshold distance is not to be met; and
- (c) Is not a proposed extractive industry intended to be used at a later date for landfill.

However, EPA offers the following comments with regard to this proposal:

Australian Paper Buffer

The application relates to a property which is located approximately 4.1km from the Australian Paper Mill. When making land use decisions, council must give regard to EPA Publication AQ 2/86 *Recommended Buffer Distances for Industrial Residual Air Emissions*. This guideline specifies that a paper or paper pulp industry involving the combustion of sulphur or sulphur containing materials requires a 5km buffer. As the property relating to this application falls within this buffer area, it is likely to be affected by amenity reducing impacts.

The guideline does allow for the buffer distance to be modified under a detailed study for site specific and local conditions. GHD Pty Ltd, on behalf of Australian Paper, have assessed the odour emissions from the site and devised a revised site specific buffer currently known as the "Adjusted Amenity Buffer". However, part of the property relating to this application is still located within this adjusted amenity buffer.

To protect both residents and industry alike, EPA advises against further intensification of residential areas within the Australian Paper buffer zone.

Wastewater Disposal

EPA has reviewed the Land Capability Assessment (LCA) for the proposal. The LCA states that the site has a number of environmental constraints impacting upon the sustainable application of wastewater to land including a watercourse, springs and dams, lateral seepage from upslope, seasonal wet areas, areas of frequently saturated soil and groundwater springs.



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EPA recommends Council consider obtaining an independent review of the LCA, as the report submitted with the application raises numerous factors which may impact on the site being able to sustainably treat and contain wastewater on within the boundary of the property. I remind you that Clause 32 of the *State Environment Protection Policy (Waters of Victoria)* requires that prior to approving a development; Council must ensure that the allotment is capable of treating and retaining all wastewater within the allotment boundary.

Due to the above areas of concern, EPA does not support Council issuing a planning permit for this application.

Please contact our Planning Assessment Officer, Karen Taylor on 1300 EPA VIC (1300 372 842) if you require further information or advice.

Yours Sincerely



GARRY KAY
EPA GIPPSLAND



Ms. Janet Power
LATROBE CITY COUNCIL
PO BOX 264
MORWELL VIC 3840

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20/06/2013

Reference: 5003697

Dear Ms. Power

RE: PLANNING PERMIT APPLICATION: 2012/290

PROPOSAL: 6 Lot Subdivision

PREMISES ADDRESS: 340 Old Melbourne RD, TRARALGON VIC 3844

Thank you for your correspondence in relation to the above application, referred to EPA on 05/12/2012.

EPA is not a statutory referral Authority under Section 55 of the Planning and Environment Act 1987, since this proposal:

- (a) does not require a licence or works approval or amendment to a licence or works approval;
- (b) is not proposed to be used for an industry or warehouse for a purpose listed in the table to Clause 52.10 shown with Note 1 or for which the threshold distance cannot be met; and
- (c) is not a proposed extractive industry intended to be used at a later date for landfill.

EPA does not support Council issuing a planning permit for the above application, given the following considerations:

Australian Paper Buffer

EPA re-iterates below its previous advice in relation to the Australian Paper Buffer (letter dated 14 December 2012).

The application relates to a property which is located approximately 4.1km from the Australian Paper Mill. When making land use decisions, Council must give regards to EPA's revised guidelines: Recommended separation distances for industrial residual air emissions (EPA publication 1518; 2013). This guideline specifies that a paper or paper pulp industry involving the combustion of sulphur or sulphur containing materials requires a 5km separation distance. As the property relating to this application falls within this separation distance, it is likely to be affected by amenity reducing impacts.

The guidelines does allow for the recommended separation distances to be varied under



a detailed study for site specific and location conditions. GHD Pty Ltd, on behalf of Australian Paper, has assessed the odour emissions from the site and developed a revised site specific buffer currently known as the "Adjusted Amenity Buffer". However, part of the property relating to this application is still located within this adjusted amenity buffer.

To protect both residents and industry alike, EPA re-iterates its previous advice against further intensification of residential areas within the Australian Paper buffer zone.

Wastewater Disposal

EPA acknowledges receipt of the Independent review of the Land Capability Assessment (LCA) (EWS Environmental, report dated 28 May 2013), provided in response to the recommendation in our previous correspondence (letter dated 14 December 2012). The report provides recommendations for minor adjustments to the size, location and orientation of effluent envelopes, and position of cut-off drains in accordance with EPA's Guidelines for Environmental Management - Code of Practice Onsite Wastewater Management (EPA Publication 891.3, 2013), and indicates that there is a low risk of off-site impact associated with domestic wastewater treatment. EPA reminds Council that should they decide to issue a planning permit for this application, that in accordance with Clause 32 of the State Environment Protection Policy (Waters of Victoria), they must ensure that the allotment is capable of treating and retaining all wastewater within the allotment boundary. Consideration of the recommendations within the Independent review report should therefore be made when assessing this application.

If you need additional information or assistance, please contact our Planning Assessment Officer, Martin Juniper on 1300 EPA VIC (1300 372 842).

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Garry Kay'.

Garry Kay
Team Leader
Gippsland Field 1
EPA Victoria

ORGANISATIONAL EXCELLENCE

17. ORGANISATIONAL EXCELLENCE

Nil reports

MEETING CLOSED TO THE PUBLIC

18. MEETING CLOSED TO THE PUBLIC

Section 89(2) of the Local Government Act 1989 enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

RECOMMENDATION

That the Ordinary Meeting of Council closes this meeting to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the Local Government Act (LGA) 1989 for the reasons indicated:

18.1 ADOPTION OF MINUTES

Agenda item *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 *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 *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 2013/29 NOTICE OF RESCISSION- INTERNAL AUDIT SERVICES

Agenda item *2013/29 NOTICE OF RESCISSION- Internal Audit Services* is designated as confidential as it relates to contractual matters (s89 2d)

18.5 LCC-74 LATROBE CITY COUNCIL CLEANING SERVICES

Agenda item *LCC-74 LATROBE CITY COUNCIL CLEANING SERVICES* is designated as confidential as it relates to contractual matters (s89 2d)

18.6 LCC-128 LANDSLIP REMEDIATION WORKS AT LIVINGSTON ROAD, BOOLARRA SOUTH

Agenda item *LCC-128 LANDSLIP REMEDIATION WORKS AT LIVINGSTON ROAD, BOOLARRA SOUTH* is designated as confidential as it relates to contractual matters (s89 2d)

18.7 LCC-129 RECONSTRUCTION OF LAE COURT, MORWELL

Agenda item *LCC-129 RECONSTRUCTION OF LAE COURT, MORWELL* is designated as confidential as it relates to contractual matters (s89 2d)

18.8 LCC-131 RESURFACING OF THE AGNES BRERETON PARK NETBALL COURTS AT TRARALGON

Agenda item *LCC-131 RESURFACING OF THE AGNES BRERETON PARK NETBALL COURTS AT TRARALGON* is designated as confidential as it relates to contractual matters (s89 2d)

18.9 LCC-132 BEND WIDENING WORKS AT UPPER MIDDLE CREEK ROAD, YINNAR SOUTH - STAGE 2

Agenda item *LCC-132 BEND WIDENING WORKS AT UPPER MIDDLE CREEK ROAD, YINNAR SOUTH - STAGE 2* is designated as confidential as it relates to contractual matters (s89 2d)

18.10 LCC-133 SEALING OF RETREAT ROAD AND STUART STREET AT TRARALGON

Agenda item *LCC-133 SEALING OF RETREAT ROAD AND STUART STREET AT TRARALGON* is designated as confidential as it relates to contractual matters (s89 2d)

18.11 ENDORSEMENT OF COMMUNITY REPRESENTATIVE FOR AGL LOY YANG ENVIRONMENTAL REVIEW COMMITTEE

Agenda item *Endorsement of Community Representative for AGL Loy Yang Environmental Review Committee* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

18.12 COUNCIL CONTRACT VARIATION APPROVAL REPORT

Agenda item *COUNCIL CONTRACT VARIATION APPROVAL REPORT* is designated as confidential as it relates to contractual matters (s89 2d)

18.13 REQUEST FOR PROCUREMENT EXEMPTION FOR THE PURCHASE OF A QUOTES MODULE AND ADDITIONAL PROCUREMENT LICENSES TO LATROBE CITY COUNCIL'S FINANCE SYSTEM

Agenda Item *Request For Procurement Exemption For The Purchase Of A Quotes Module And Additional Procurement Licenses To Latrobe City Council's Finance System* Is Designated As Confidential As It Relates To Contractual Matters (S89 2d)

**ORDINARY COUNCIL MEETING AGENDA
02 DECEMBER 2013 (CM426)****18.14 COUNCILLORS QUARTERLY EXPENSES REPORT - JULY 2013 - SEPTEMBER 2013**

Agenda item *Councillors Quarterly Expenses Report - July 2013 - September 2013* 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)

18.15 NOMINATIONS FOR THE 2014 AUSTRALIA DAY AWARDS

Agenda item *Nominations for the 2014 Australia Day Awards* 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)

18.16 REQUEST FOR CONTRACT VARIATION EXEMPTION

Agenda item *REQUEST FOR CONTRACT VARIATION EXEMPTION* is designated as confidential as it relates to contractual matters (s89 2d)