



# **L A T R O B E C I T Y C O U N C I L**

## **MINUTES OF THE ORDINARY COUNCIL MEETING**

**HELD IN THE  
NAMBUR WARIGA MEETING ROOM,  
CORPORATE HEADQUARTERS, MORWELL  
AT 7:00 PM ON 19 MARCH 2012**

**PRESENT:**

*Cr Ed Vermeulen, Mayor - Gunyah Ward  
Cr Sharon Gibson, Deputy Mayor - Merton Ward  
Cr Dale Harriman - Dunbar Ward  
Cr Bruce Loughheed - Tanjil Ward  
Cr Kellie O'Callaghan - Burnet Ward  
Cr Lisa Price - Farley Ward  
Cr Sandy Kam - Galbraith Ward  
Cr Graeme Middlemiss - Rintoull Ward  
Cr Darrell White - Firmin Ward  
Paul Buckley, Chief Executive Officer  
Michael Edgar, General Manager Community Liveability  
Carol Jeffs, General Manager Governance  
Allison Jones, General Manager Economic Sustainability  
Peter Quigley, General Manager Built and Natural Environment  
Zemeel Saba, General Manager Organisational Excellence*

# INDEX

<b>OPENING PRAYER</b>	<b>4</b>
<b>APOLOGIES FOR ABSENCE</b>	<b>4</b>
<b>DECLARATION OF INTERESTS</b>	<b>4</b>
<b>ADOPTION OF MINUTES</b>	<b>4</b>
<b>PUBLIC QUESTION TIME</b>	<b>5</b>
<b>SUSPENSION OF STANDING ORDERS FOR MEMBERS OF THE PUBLIC TO ADDRESS COUNCIL</b>	<b>5</b>

## **NOTICES OF MOTION**

6.1	2012/06 - NOTICE OF MOTION - REDUCED RATES FOR RETIREMENT AND AGED LIVING	9
6.2	2012/07 - NOTICE OF MOTION - SISTER CITY DELEGATES	10
6.3	2012/08 - NOTICE OF MOTION - 2012 LATROBE CITY SPORTS EXCHANGE PROGRAM	11

## **ITEMS REFERRED BY THE COUNCIL**

7.1	PUBLIC HIGHWAY DECLARATION - VEREY LANE, MORWELL	13
7.2	PROPOSAL TO PLACE A PERMANENT OBSTRUCTION OR BARRIER ON ROCLA ROAD TRARALGON EAST	33
7.3	TIMBER TRAFFIC ROUTES AT YINNAR SOUTH	48
7.4	RESPONSE TO 2011/20 - NOTICE OF MOTION - CREATION OF A SHARED FOOTPATH ALONG HICKOX STREET	62
7.5	RESPONSE TO 2012/01 - NOTICE OF MOTION - KERBSIDE HARD WASTE SERVICE	69

## **CORRESPONDENCE**

## **PRESENTATION OF PETITIONS**

10.1	PETITION REQUESTING SEPARATE SESSIONS FOR THE PREKINDER AND PRESCHOOL PROGRAM AT TRARALGON SOUTH PRESCHOOL	79
------	--	----

## **CHIEF EXECUTIVE OFFICER**

## **ECONOMIC SUSTAINABILITY**

11.2.1	LATROBE REGIONAL AIRPORT DECEMBER QUARTERLY REPORT	86
--------	--	----

## **BUILT AND NATURAL ENVIRONMENT**

11.3.1	LATROBE REGIONAL MOTORSPORTS COMPLEX - STATUS REPORT	93
11.3.2	MORWELL SKATE PARK - CONSIDERATION OF FINAL CONCEPT DESIGN PLAN	97
11.3.3	AMENDMENT C26 - LATROBE REGIONAL AIRPORT MASTER PLAN CONSIDERATION OF PANEL REPORT	108

## **RECREATION, CULTURE & COMMUNITY INFRASTRUCTURE**

---

### **COMMUNITY LIVEABILITY**

---

#### **GOVERNANCE**

---

11.6.1	LATROBE CITY COMMUNITY FORUMS	127
11.6.2	DOCUMENTS PRESENTED FOR SIGNING AND SEALING	135
11.6.3	ASSEMBLY OF COUNCILLORS	137

#### **ORGANISATIONAL EXCELLENCE**

---

#### **URGENT BUSINESS**

---

**141**

#### **MEETING CLOSED TO THE PUBLIC**

---

**143**

#### **TEA BREAK**

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#### **ITEMS CLOSED TO THE PUBLIC**

---

15.1	ADOPTION OF MINUTES	147
15.2	CONFIDENTIAL ITEMS	148
15.3	ASSEMBLY OF COUNCILLORS	150
15.4	ITT 13099 - RECONSTRUCTION OF QUIGLEY STREET AT MORWELL	152

#### **CLOSED**

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### **1. Opening Prayer**

The Opening Prayer was read by the Mayor.

### **Recognition of Traditional Landholders**

The Recognition of Traditional Landholders was read by the Mayor.

### **2. Apologies for Absence**

NIL

### **3. Declaration of Interests**

Cr Price declared a direct interest under section 77B of the *Local Government Act* 1989 in relation to item 6.2 2012/07- Notice of Motion Sister City Delegates

Cr Price declared a direct interest under section 77B of the *Local Government Act* 1989 in relation to item 6.3.1 and item 6.3.2 2012/08 Notice of Motion - 2012 Latrobe City Sports Exchange Program

Cr Loughheed declared an indirect interest under section 78 of the *Local Government Act* 1989 in relation to item 7.1 Public Highway Declaration – Verey Lane, Morwell

Cr White declared an indirect interest under section 78 of the *Local Government Act* 1989 in relation to item 11.6.2 Documents Presented for Signing and Sealing

### **4. Adoption of Minutes**

**Moved:** Cr Gibson

**Seconded:** Cr Price

**That Council adopts the Minutes of the Ordinary Council Meeting held on 5 March 2012 (CM 368), relating to those items discussed in open Council.**

**CARRIED UNANIMOUSLY**

**Moved:** Cr Gibson

**Seconded:** Cr White

**That Council adopts the Minutes of the Special Council Meeting held on 13 March 2012 (SM 369), relating to those items discussed in open Council.**

**CARRIED UNANIMOUSLY**



# **PUBLIC QUESTION TIME**

**Suspension of Standing Orders**

**Moved:** Cr Gibson

**Seconded:** Cr White

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

**CARRIED UNANIMOUSLY**

Standing Orders were suspended at 7.07 pm

Mr Jim Churchill addressed Council in relation to Item 6.1 2012/06 – Notice of Motion – Reduced Rates for Retirement and Aged Living

**Cr Lougheed left the Chamber at 7.10 pm due to an indirect interest under section 78 of the *Local Government Act 1989***

Mr Glen Wall addressed Council in relation to Item 7.1 Public Highway Declaration – Verey Lane, Morwell

**Cr Lougheed returned to the Chamber at 7.15 pm.**

Ms Rhonda O'Dea addressed Council in relation to Item 7.2 Proposal to Place a Permanent Obstruction or Barrier on Rocla Road, Traralgon East

Mr Pat Rutter addressed Council in relation to Item 7.2 Proposal to Place a Permanent Obstruction or Barrier on Rocla Road, Traralgon East

Mr Andjelkovic addressed Council in relation to Item 7.2 Proposal to Place a Permanent Obstruction or Barrier on Rocla Road, Traralgon East

Mr Jim Grubb addressed Council in relation to Item 7.2 Proposal to Place a Permanent Obstruction or Barrier on Rocla Road, Traralgon East

Ms Glenda Stevenson addressed Council in relation to Item 7.2 Proposal to Place a Permanent Obstruction or Barrier on Rocla Road, Traralgon East

Mr Max Jelleff addressed Council in relation to Item 7.2 Proposal to Place a Permanent Obstruction or Barrier on Rocla Road, Traralgon East

Ms Val Mayer addressed Council in relation to Item 7.4 Response to 2011/20 – Notice of Motion – Creation of a Shared Footpath Along Hickox Street

Mr Jeff Birt addressed Council in relation to Item 7.4 Response to 2011/20 – Notice of Motion – Creation of a Shared Footpath Along Hickox Street

**Resumption of Standing Orders**

**Moved:** Cr Gibson  
**Seconded:** Cr Lougheed

**That Standing Orders be resumed.**

**CARRIED UNANIMOUSLY**

Standing Orders were resumed at 7.55 PM

# NOTICES OF MOTION

**6.1            2012/06 - NOTICE OF MOTION - REDUCED RATES FOR  
RETIREMENT AND AGED LIVING**

**CR HARRIMAN**

**MOTION**

**That council officers investigate, and report back to council by the last council meeting in May, reduced rates for retirement villages and aged living developments, after consultation with and taking into account the rate reductions running at Brimbank, Frankston, Knox, Seaford and Manningham councils.**

**Moved:**        Cr Harriman

**Seconded:** Cr Kam

**That the Motion be adopted.**

**CARRIED UNANIMOUSLY**

Question taken on notice from Cr Gibson:

Apart from Retirement Villages are there any other developments where they provide infrastructure and we charge rates?

.

**6.2 2012/07 - NOTICE OF MOTION - SISTER CITY DELEGATES**

**CR KAM**

**MOTION**

That the CEO presents a report to Council providing the following:

1. An explanation of why the CEO did not believe Council needed to formally approve all Sister City delegates
2. That the CEO presents to Council a policy dictating the process that will be followed for all Sister Cities trips. That the policy includes timelines/details of when reports need to be presented to Council for approval

Cr Price left the Chamber 8.00 PM due to a direct interest under Section 77B of the *Local Government Act 1989*

**Moved:** Cr Kam

**Seconded:** Cr Gibson

**The Motion was then amended as follows:**

**AMENDED MOTION**

**That the CEO presents a report to Council providing the following:**

- 1. An explanation of why the CEO did not believe Council needed to formally approve all Sister City delegates**
- 2. That the CEO develop a draft policy for consideration by Council in relation to the process that will be followed for all Sister Cities trips. That the policy includes timelines/details of when reports need to be presented to Council for approval**

**Moved:** Cr Harriman

**Seconded:** Cr O'Callaghan

**That the Motion be adopted.**

**CARRIED UNANIMOUSLY**

Question taken on notice from Cr Kam:

Why have we not followed the same procedure as 2010?

**6.3            2012/08 - NOTICE OF MOTION - 2012 LATROBE CITY SPORTS EXCHANGE PROGRAM**

**CR KAM**

**6.3.1 - MOTION**

**That Council supports the Co-ordinator Events and International Relations and the International Relations Officer to visit Takasago in March 2012 as a part of the 2012 Latrobe City Sports Exchange Program.**

**Moved:**        Cr Kam

**Seconded:**   Cr O'Callaghan

**That the Motion be adopted.**

**CARRIED UNANIMOUSLY**

**6.3.2 - MOTION**

**That Council does not support the Mayors delegate, Cr Price to visit Takasago in March 2012 as a part of the 2012 Latrobe City Sports Exchange Program.**

**Moved:**        Cr Kam

**Seconded:**   Cr Harriman

**That the Motion be adopted.**

**For the Motion**

Councillor/s Harriman, O'Callaghan, Kam, Gibson

**Against the Motion**

Councillor/s White, Middlemiss, Loughed, Vermeulen

**The Motion was LOST on the casting vote of the Mayor.**

Cr Price returned to the Chamber at 8.50 PM

# **ITEMS REFERRED BY THE COUNCIL**



**7.1 PUBLIC HIGHWAY DECLARATION - VEREY LANE, MORWELL****AUTHOR:** General Manager Governance**(ATTACHMENT – YES)****1. PURPOSE**

The purpose of this report is to consider submissions received in relation to the proposed declaration of Verey Lane, Morwell, as a public highway pursuant to Section 204 of the *Local Government Act 1989*.

**2. DECLARATION OF INTERESTS**

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

**3. STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2010-2014.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives - Governance*

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

*Built Environment*

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

*Shaping Our Future*

An active connected and caring community  
*Supporting all*

*Latrobe City Council Plan 2010 - 2014*

*Strategic Direction – Governance*

Support effective community engagement to increase community participation in Council decision making.

Delegate appropriately and make sound decisions having regard to legislative requirements, policies, professional advice, sound and thorough research and the views of the community.

Provide timely, effective and accessible information about Latrobe City Council's activities.

Local Government Act 1989

The *Local Government Act* 1989 defines a public highway as:

“a road which is open for public traffic as a right, irrespective of whether the road is in fact open for traffic and includes a road –

- (a) declared to be a public highway under Section 204(1) or under any other Act;
- (b) which becomes a public highway under Section 24(2)(c) of the *Subdivision Act* 1988;
- (c) which is a public road under the *Road Management Act* 2004.”

Section 204 of the Local Government Act 1989 gives Council the power to declare a road a public highway or to be open to the public:

- (1) A Council may, by notice in the Victoria Government Gazette, declare a road in its municipal district to be a public highway for the purposes of this Act.
- (2) A Council may, by resolution, declare a road that is reasonably required for public use to be open to public traffic.
- (3) A road does not become a public highway by virtue of a resolution under sub-section (2).

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

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

*Policy – There is no policy relating to public highway declarations. The statutory process is defined by legislation.*

Council has previously undertaken the statutory process to declare public highways for Fairway Drive, Morwell, in 2004, Phelans Lane, Traralgon, in 2006 and Wilmot Court, Traralgon East, in 2010.

#### **4. BACKGROUND**

As shown on the attached plan, Verey Lane is located at the rear of the properties between 165 and 177 Princes Drive, Morwell, and is accessed from Collins Street.

The laneway has a width of five metres and a length of 101 metres and is not currently listed on Councils road register.

The majority of Verey Lane was created as road on LP 33695 in 1956 and is contained in Certificate of Title Volume 9732 Folio 422 which is currently in the name of Jammatt Pty Ltd and Nestlan Pty Ltd.

Both of these companies also own the adjoining property at 167-171 Princes Drive, currently occupied by United Petroleum Pty Ltd, and the above title was transferred into their ownership when they acquired the property in January 2010.

The section of Verey Lane contained in 173-177 Princes Drive (corner Collins St and Princes Drive), which is now owned by Opeka Cross Pty Ltd, is a carriageway easement acquired by the former Shire of Morwell for \$6,000.00 in 1984. The easement is fenced into the property with gates at either end that are secured.

The owners of the properties at 24-28 Buckley Street currently obtain rear access via the private car park at the rear of 161-165 Princes Drive.

In November 2010 each of these property owners were notified by Simon Parsons & Co. that this access would not be permanently available and, in the longer term, they would require formal access to be established.

It has been indicated that access across the private car park has recently been restricted to within business hours and this is dependent on the owners of 161-165 Princes Drive opening locked gates. This arrangement prevents any access to the rear of these properties after hours or on weekends.

A similar issue existed in 1983 when the owner of the bottle shop located at 30-40 Buckley Street, Carlton & United Breweries, removed access to the rear of these properties across their car park.

The former Shire of Morwell subsequently approached the State Electricity Commission, who owned 173-177 Princes Drive, regarding formalisation of an easement of carriageway that was to be created over the rear of the property as part of LP 33695.

As stated previously, the easement of carriageway was acquired for \$6,000.00 together with additional costs of approximately \$1,000.00 and this was finalised in November 1984.

Keith Williams Real Estate wrote to the former Shire of Morwell in March 1990 regarding access to the properties in Buckley Street and a response was sent stating that easement rights had been obtained and access was therefore available across the laneway.

Council officers have written to successive owners of 167-171 Princes Drive requesting transfer of the road reserve with little success and a verbal indication was given by a representative of Jammat Pty Ltd and Nestlan Pty Ltd that they would be unlikely to do so without compensation.

As a result of these considerations, Council previously considered this matter at its meeting held on Monday, 18 April 2011 and resolved the following:

1. *That Council gives public notice of its intention to declare Verrey Lane, Morwell, a public highway pursuant to Section 204 of the Local Government Act 1989.*
2. *That Council considers any submissions received in relation to the proposed declaration of Verrey Lane, Morwell, as a public highway at the Ordinary Council Meeting to be held on Monday 20 June 2011.*

## 5. ISSUES

There are two mechanisms for a road (as shown on the Certificate of Title) to become a public highway at law. The first is at common law through the action of dedication and acceptance. Dedication requires a road to be created on certificate of title (or via some other method) and acceptance requires there to be use of that road by the public. Council officers have undertaken significant research into the history of Verrey Lane, Morwell and have been unable to obtain any evidence that indicates the use of Verrey Lane by the public.

The second method of declaring a road is public highway is through the *Local Government Act 1989 (the Act)*. Council has power to declare Verrey Lane a public highway under section 204 of the Act if it is reasonably required for public use. The exercise of this power should be in accordance with the principles of administrative law and be for the genuine use and benefit of the public.

The declaration of Verrey Lane as a public highway would provide little benefit for the public at large, other than the land owners at 24-28 Buckley Street, Morwell. There are several points that should be considered here;

1. the laneway cannot be accessed by the public;
2. it was not directly connected to the road network prior to Council obtaining an easement over the adjoining property;
3. there is no evidence of public use; and
4. all of the owners of the land over time have acted inconsistently with the land being a public highway.

It should be noted that Council has no obligation to provide any property owners with rear access to their properties.

## 6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Costs associated with this statutory process are minimal being the cost of public notices in the Latrobe Valley Express and, should Council resolve to declare Verrey Lane a public highway, the preparation of a plan for inclusion with a notice in the Victoria Government Gazette.

Should Verrey Lane be declared a public highway it will need to be added to Councils Register of Public Roads and maintained in the future at an appropriate level once assessed.

## 7. INTERNAL / EXTERNAL CONSULTATION

### *Engagement Method Used:*

- Public notices in the Latrobe Valley Express on Thursday, 5 May and Monday, 9 May 2011.
- Letters sent to the owners and occupiers of all properties surrounding Verey Lane.

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

The community was invited to comment on the proposed public highway declaration and the closing date for submissions was Friday, 3 June 2011.

In response to the public notices and correspondence three telephone enquiries and four formal submissions regarding the proposal were received.

These submissions are summarised below:

Mr Glenn Wall, Buckley Street, Morwell  
(Attachment Two)

Submission supports proposed public highway declaration as it will ensure future access to property in Buckley Street.

Simon Parsons & Co., Princes Drive, Morwell  
(Attachment Three)

Submission supports the reopening of Verey Lane as an alternate source of access to the properties in Buckley Street instead of current arrangement across their car park.

Officer comment: The submission suggests a compromise by the property owners agreeing to change the land at the rear of 24-28 Buckley Street to common property thereby reducing the need to declare the entire length a public highway. There is no guarantee that the owners would be agreeable to doing so and, in any case, this would still require most of the road reserve to be declared a public highway to provide access.

As mentioned in the submission, part of Verey Lane at the rear of 165 Princes Drive was discontinued by the former Shire of Morwell in 1987. It has been determined that this land was never formally transferred to the adjoining property owner and this will be rectified in the near future.

United Petroleum Pty Ltd, Princes Drive, Morwell  
(Attachments Four & Five)

United Petroleum Pty Ltd operates the service station at 167-171 Princes Drive and also acts for the owners of the property, Jammatt Pty Ltd and Nestlan Pty Ltd. They have provided two submissions, the first objecting to the proposed public highway declaration and the second detailing the potential impacts on the operation of their business.

It has also been suggested that, should Council proceed with declaring Verey Lane a public highway, the owners and United Petroleum would be seeking compensation for any losses or expenses incurred as a result.

Officer comment: Council officers have previously tried to engage with Jammatt Pty Ltd and Nestlan Pty Ltd to discuss this issue however it was not until they were advised of the proposed declaration of Verey Lane as a public highway that any formal response has been received.

Verey Lane was originally created in 1956 as a road reserve on LP 33695 as well as an easement of carriageway over part of 173-177 Princes Drive that was created in 1984 and it has therefore clearly been dedicated as a public road.

It is possible that access to the rear of the properties at 24-28 Buckley Street can be achieved without requiring use of the entire road reserve which may allow the remainder to continue to be utilised for trailer storage thereby minimising disruption to the business.

Furthermore, this change would not have an impact on the ability of LPG tankers to turn around to exit the service station though there would obviously be a need for all parties to ensure that appropriate care is taken due to the changed traffic conditions.

It is also possible that keys could be provided to each of the tenants which would enable the existing gates off Collins Street to continue to be locked at night thereby maintaining security and preventing inappropriate access to the rear of all properties.

## 8. OPTIONS

Council has the following options:

1. Declare Verey Lane, Morwell, a public highway pursuant to Section 204 of the Local Government Act 1989; or
2. Not declare Verey Lane, Morwell, a public highway pursuant to Section 204 of the *Local Government Act* 1989. In the event this occurs there would be no legal source of access to the rear of the properties at 24-28 Buckley Street.
3. Seek to compulsorily acquire land that would allow access to the rear of the properties at 24-28 Buckley Street, Morwell. This is not the preferred option as it would require substantial budget and resourcing to complete.
4. Defer making a decision on this matter.

## 9. CONCLUSION

In accordance with Sections 204 and 223 of the *Local Government Act* 1989, public notice has been given of Councils intention to declare Verey Lane, Morwell, a public highway and Council has considered the submissions received in response.

The declaration of Verey Lane as a public highway would provide little benefit for the public at large, other than the land owners at 24-28 Buckley Street, Morwell. There are several points that should be considered here;

1. the laneway cannot be accessed by the public;
2. it was not directly connected to the road network prior to Council obtaining an easement over the adjoining property;
3. there is no evidence of public use; and
4. all of the owners of the land over time have acted inconsistently with the land being a public highway.

Based upon the above it is considered that Verey Lane does not satisfy the requirements under common law to be a public highway and, accordingly, Council is unable to proceed with the declaration of the road as a public highway.



**10. RECOMMENDATION**

1. That Council, having considered submissions in accordance with Section 223 of the Local Government Act 1989, determines that Verey Lane is not a public highway pursuant to Section 204 of the Local Government Act 1989.
2. That those who made a formal submission be advised of Councils decision.

Cr Lougheed left the Chamber at 8.51 pm due to an indirect interest under section 78 of the *Local Government Act* 1989

**ALTERNATE MOTION**

**Moved:** Cr Middlemiss

**Seconded:** Cr Gibson

**That the Motion be adopted.**

**That a decision on this matter be deferred to allow  
Councillors to seek further information**

**CARRIED UNANIMOUSLY**

Cr Lougheed returned to the Chamber at 8.52 pm

**ATTACHMENT ONE – VEREY LANE LOCATION PLAN**

**A:** Section of Verrey Lane discontinued by the former Shire of Morwell in 1987.

**B:** Section of Verrey Lane contained in Certificate of Title Volume 9732 Folio 422 owned by Jammatt Pty Ltd and Nestlan Pty Ltd.

**C:** Section of Verrey Lane created as easement of carriageway acquired by the former Shire of Morwell in 1984.

**ATTACHMENT TWO – SUBMISSION FROM MR GLENN WALL**

Glenn Wall  
24 Buckley st  
Morwell 3840  
Ph 51339722.

Mr Peter Schulz  
Latrobe City  
P.O.Box 264  
Morwell 3840.

Dear Peter,

Thank you for sending me your letter dated 4<sup>th</sup> May 2011, Ref R10674/01. As one of several property owners that this effect I feel I should clarify my position on this matter. Not only does my family own this property but I also run my business from there known as Gippsland locksmiths.

I rented this property for several years prior to purchasing it. I was made aware my access to this property legally was through what is known as Verey Lane. I made sure before purchase that this was correct in fact the sale would not go ahead unless proven. (Letter attached Dated 12 April 2002 Ref R510674/1).

This has been ongoing for several years now, the lane is fenced off in favour of the petrol station so we have up until now been using the car park of Simon Parsons to get to our property. This has now changed (Letter Attached Dated 18 November 2010 Ref JE NL).

I believe Simon Parsons are now frustrated with us and are going to lock us out, this I think is simply because of the time it has taken the City to respond, I now hope we can conclude this problem with minimal delay.

Yours Sincerely



Glenn Wall.

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

Our Ref: R510674/1  
HJM

12 April 2002

Mr Glen Wall  
Gippsland Locksmiths  
24 Buckley Street  
MORWELL 3840



Dear Mr Wall

**VEREYS LANE MORWELL**

I refer to our recent telephone discussion relating to the status and rights over the above laneway and confirm that in 1984, the former Shire of Morwell obtained easement rights over the portion of laneway directly off Collins Street.

This carriageway easement which is currently available to all property owners abutting the laneway was acquired to provide public access to a privately owned and previously landlocked road that was created on Plan Subdivision No 33695.

If you require any further information concerning this matter please do not hesitate contacting me, telephone 5173 1416.

Yours sincerely

A handwritten signature in black ink, appearing to read "H Morrison".

HENRY MORRISON  
Statutory & Legal Officer



020412 Vereys Lane

**City of Latrobe**

ABN 92 472 314 133

Civic Centre  
Kay Street  
Traralgon 3844

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1300 367 700  
Facsimile  
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latrobe.vic.gov.au

Internet:  
www.latrobe.vic.gov.au

AUSDOC DX219290  
Traralgon

**SIMON**  
**PARSONS**  
**& CO**  
**LAWYERS**

Gippsland Locksmiths  
24 Buckley Street  
MORWELL VIC 3840

18 November 2010

Your Ref -

Our Ref -

Author -

P/A -

Tel -

Fax -

JE NL:

John Ellingham

Naomi Lowe

03 5132 1113

03 5133 9335

**165 Princes Drive Morwell**

All correspondence to:

**PO BOX 814**

**MORWELL VIC 3840**

or DX 84009 MORWELL

Dear Glen,

Re: **REAR CAR PARK**

We have for some time now been allowing access to the rear of your building through our private car park. Whilst initially this was not a problem the increase in traffic resulting from the tenants in other two buildings is causing us a concern.

The subdivisional plans show a laneway from Collins street to the rear of your property, albeit not currently open.

Whilst it is not our intention to take any immediate action to prevent access to the rear of your building we cannot allow this to continue without us reaching some formal arrangement regarding access to your property.

We are proposing a licence agreement, with an appropriate annual fee to allow you and your staff continuing accessing the rear of your building through our car park.

In the medium to long term we will not be simply not prepared to allow ongoing access to the rear through our private property without such an agreement and acknowledgment.

If you wish to discuss same, please do not hesitate to contact John Ellingham of our office, on 5133 7788.

Yours faithfully  
**SIMON PARSONS & CO**

per:



976656\\rear car park 181110.doc - 181110

MORWELL . SALE . WARRAGUL . MELBOURNE

**ATTACHMENT THREE – SIMON PARSONS & CO. SUBMISSION**

Mr Peter Schultz  
 Property and Statute Officer  
 Latrobe City Council  
 DX 217733  
 MORWELL

13 May 2011

Dear Mr Schultz,

Re: **VEREY LANE MORWELL**  
**YOUR REFERENCE - R510674/01**

Your Ref - R510674/01  
 Our Ref - JE NL:  
 Author - John Ellingham  
 P/A - Naomi Lowe  
 Tel - 03 5132 1113  
 Fax - 03 5133 9335

**165 Princes Drive Morwell**

All correspondence to:

**PO BOX 814**  
**MORWELL VIC 3840**

or DX 84009 MORWELL

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

We refer to your correspondence regarding the above matter and wish to provided the following submission. As you are we our property extends from Princes Drive to Buckley Street inclusive.

We confirm our understanding with the Latrobe City Council that the section of this lane which continued on into our property was declared a discontinued road by the previous Shire of Morwell in April 1987 and that it is Latrobe Council's intention to consolidate that section into our existing titles. We understand that was to have been done by the Shire in 1998.

We own the property immediately adjacent to the three shops in Buckley Street, numbers 24, 26 and 28 and have for some time been allowing access across our property for the owners in order they could access the rear of their building.

On or about the 18th November 2010 we forwarded correspondence to the three shop owners (copy sample of the letter attached). Whilst it was not our intention to immediately take any action, we did indicate that in the longer term we would either require a licence or alternatively they should separately seek to have the lane reopened to provide them access to their properties

We believe the satisfactory solution is for the lane to be reopened providing access for the property owners of 24, 26 and 28 Buckley Street.



Mr Peter Schultz

- 2 -

13 May 2011

If we could suggest a compromise which may provide an acceptable solution for all it would be that the three property owners to 24, 26 and 28 Buckley Street, agree that the property at the rear of their building become common property and that there be one access to that common property on the eastern end of the lane. By doing this it would mean that the lane did not have to continue all the way through the rear of the service station, and seems more convenient and workable solution, for the four properties affected. This would provide some additional space for the owners of the property on 165-171 Princes Drive on the west end of the lane up to our boundary fence.

Should Council have any queries in relation to this submission, please do not hesitate to contact John Ellingham at our Morwell Office, on 5133 7788.

Yours faithfully  
SIMON PARSONS & CO

per:

**ATTACHMENT FOUR – FIRST SUBMISSION FROM UNITED PETROLEUM PTY LTD**

United Petroleum Pty Ltd  
ACN 085 779 255

Your ref: R510674/01 PS  
Our ref: SC: 1152

23 May 2011

The Property & Statute Officer  
Latrobe City  
PO Box 264  
MORWELL VIC 3840

**ATTENTION: PETER SCHULZ**

<b>LATROBE CITY COUNCIL</b>	
<b>INFORMATION MANAGEMENT</b>	
RECEIVED	
<b>25 MAY 2011</b>	
R/O:	Doc No:
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy registered in DataWorks <input type="checkbox"/> Invoice forwarded to accounts	

**BY EMAIL: [PETERSC@LATROBE.VIC.GOV.AU](mailto:PETERSC@LATROBE.VIC.GOV.AU)**

Dear Sirs,

**INTENTION TO DECLARE VEREY LANE, MORWELL A PUBLIC HIGHWAY BY LATROBE CITY COUNCIL ('THE COUNCIL')  
PROPERTY: 167 – 171 PRINCES DRIVE, MORWELL VIC**

We act for the registered proprietors of the above Property, Jammat Pty Ltd and Nestplan Pty Ltd and for United Petroleum Pty Ltd.

We refer to your correspondence dated 31/3/2011 and 4/5/2011.

The previous owners of the Property, including the registered proprietors, have had continued and uninterrupted use of Verrey Lane to the exclusion of others and the registered proprietors wish to continue to enjoy the use of the Property, including Verrey Lane, free from interruption or interference from the general public or other persons claiming to have an interest in the Verrey Lane.

Jammat Pty Ltd and Nestplan Pty Ltd formally objects to the decision by Latrobe City Council to the proposed declaration of Verrey Lane, Morwell as a public highway for the purpose of enabling access to neighbouring properties in Buckley Street.

Jammat Pty Ltd and Nestplan Pty Ltd will provide written submissions to the La Trobe City Council by Friday 3 June 2011.

In the event that the Council is authorised to compulsory acquire the Property, then Jammat Pty Ltd and Nestplan Pty Ltd and United Petroleum Pty Ltd will seek compensation from the Council for factors including but not limited to:

- Market value of the land;
- Any special value to Jammat Pty Ltd and Nestplan Pty Ltd and United Petroleum Pty Ltd;
- Any loss attributable to severance;
- Any loss attributable to disturbance;
- Any depreciation in value of the interests of Jammat Pty Ltd and Nestplan Pty Ltd and United Petroleum Pty Ltd in other land adjoining or severed from the acquired land; and



- Any legal, valuation or other professional expenses including disbursements and GST necessarily incurred by Jammatt Pty Ltd and Nestplan Pty Ltd and United Petroleum Pty Ltd by reason of the acquisition of the interest.

If you have any queries, please contact the undersigned on 9413 1552.

Yours sincerely,



Samuel Carmeli  
National Real Estate Manager

T: 03 9413 1552

E: [samc@unitedpetroleum.com.au](mailto:samc@unitedpetroleum.com.au)

**ATTACHMENT FIVE – SECOND SUBMISSION FROM UNITED PETROLEUM PTY LTD**

3 June 2011

Mr Peter Schulz  
Property & Statute Officer  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

VIA EMAIL: [PETERSC@LATROBE.VIC.GOV.AU](mailto:PETERSC@LATROBE.VIC.GOV.AU)

Dear Mr Schulz

We refer to previous correspondence including our letter dated 23 May 2011 and now enclose a formal submission made on behalf of Jammatt Pty Ltd, Nestplan Pty Ltd and United Petroleum Pty Ltd objecting to the decision by Latrobe City Council to declare Verrey Lane, Morwell as a public highway pursuant to section 204 of the *Local Government Act 1989* (Vic).

1. Jammatt Pty Ltd and Nestplan Pty Ltd are the registered proprietors of a portion of the private road Verrey Lane, being Road R1 on Title Plan 872835R, and land located at 167-171 Princes Drive, Morwell, which directly abuts Verrey Lane. Road R1 on Title Plan 872835R also has the benefit of a carriageway easement over the remaining portion of Verrey Lane.
2. The entirety of this property, comprising Road R1 on Title Plan 872835R and 167-171 Princes Drive, Morwell is occupied by United Petroleum and operated as a service station comprising petrol pumps, LPG tanks, convenience store, car wash, and mechanical workshops shortly to be opened.
3. Entry to Verrey Lane is not freely available to the public, due to the secure gates and fencing comprising:
  - (a) fencing of Verrey Lane along its northern boundary from the properties located at 24, 26 and 28 Buckley Street;
  - (b) the section of Verrey Lane adjacent to 173-177 Princes Drive, now owned by Opeka Cross Pty Ltd, fenced into the property with gates at either end which are secured.

This reflects Verrey Lane's status as a private road.
4. As noted in our letter of 23 May 2011, the previous owners of Road R1 on Title Plan 872835R and the current registered proprietors have had continued and exclusive use of that portion of Verrey Lane.
5. In particular, the previous owner of the Road R1 on Title Plan 872835R and 167-171 Princes Drive, Morwell David Johnson had also previously been a tenant onsite since December 1984. We are informed that Verrey Lane was, for all of this time, used as part of the same planning unit as 167-171 Princes Drive, Morwell including for car parking, storage of trailers and other uses associated with operations on site. We understand from the previous owner that the occupiers of 24, 26 and 28 Buckley Street did not use Verrey Lane for access to their properties.

**Current Use of Verey Lane**

6. Verey Lane is presently used as part of the essential day to day operations of the service station, including for:
  - part of the required turning circle for LPG tankers which enter the site to re-fuel the LPG Tanks; and
  - storage of trailers available for hire by members of the public and other materials as required.
7. Verey Lane is further intended to be used as overflow parking for employees on site.
8. Given the site layout and existing constructed buildings, hardstand areas, canopy, car wash, petrol bowzers and LPG tanks, the use of Verey Lane will continue to be a necessary component of site operations. Removal of ability to use Verey Lane as part of the service station would severely constrain the service station operations.
9. In particular, the use of Verey Lane is required in relation to the re-fuelling of LPG tanks. Refuelling is undertaken by an LPG tanker entering our site via the access point at Princes Drive. The tanker then refills the LPG canisters and performs a 180 degree turn in the north-western portion of our site before exiting onto Princes Drive the same way that it entered. There may no longer be sufficient space available to allow an LPG tanker to enter and exit the site in this way, should Verey Lane no longer be able to be used for its present purposes.

**Impact of proposed declaration of Verey Lane as a public highway**

10. The proposed declaration of Verey Lane as a public highway would cause substantial detriment to Jammatt Pty Ltd, Nestplan Pty Ltd and United Petroleum Pty Ltd and would have a negative impact on the service station operations, including by:
  - impacting on the ability for LPG tankers to enter the site;
  - requiring items such as trailers available for hire to be reduced in number, as there will be insufficient space on site for storage elsewhere;
  - reducing the security of the site and increasing the risk of theft; and
  - having a negative financial impact, including for the above reasons.
11. Removing the use of Verey Lane may also have occupational health and safety impacts for onsite employees by reducing safety at night time and reducing staff parking.
12. In addition to the negative impacts outlined above, the proposed declaration of Verey Lane as a public highway is not strategically justified given:

- no net community benefit will be achieved from the proposal. The benefit of declaring Verey Lane will flow principally to the private interests of the owners and occupiers of 24, 26 and 28 Buckley Street, Morwell; and
- at the time of purchasing these properties, the owners of 24, 26 and 28 Buckley Street should have been aware of the car parking and access that was or was not available to service those properties, and this would have been reflected in the purchase price paid.

13. The proposed declaration of Verey Lane as a public highway is an unreasonable interference in private property rights.
14. It would not be a proper exercise of Council's statutory powers to declare as a public road, a current private road that will not have any genuine public use. Our understanding is that the only reason Council is considering the declaration of Verey Lane as a public road is because the current means of vehicular access to the rear of 24, 26 and 28 Buckley Street from its western neighbouring property is to be removed by the owner of that property.

#### Conclusion

15. Therefore, given that:
- (a) the portion of Verey Lane abutting 167-171 Princes Drive, Morwell has been used continuously and exclusively by the current and previous owners of the site since at least December 1984;
  - (b) Verey Lane is presently used as part of the essential day to day operations of the service station;
  - (c) the proposed declaration of Verey Lane as a public highway would cause a substantial detriment to Jammatt Pty Ltd, Nestplan Pty Ltd and United Petroleum Pty Ltd by impinging on service station operations; and
  - (d) the proposed declaration of Verey Lane as a public highway is not strategically justified;

we submit that Council should not declare Verey Road to be a public highway, pursuant to section 204 of the *Local Government Act 1989* (Vic).

We seek to be heard in support of these submissions and further reserve the right to amend or add to these submissions as further information becomes available.  
Should you have any queries, please contact the undersigned on 9413 1552.

Yours sincerely



Samuel Carmeli

**7.2** **PROPOSAL TO PLACE A PERMANENT OBSTRUCTION OR BARRIER ON ROCLA ROAD TRARALGON EAST**

**AUTHOR:** General Manager Governance  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to consider public submissions received by Council and determine whether to proceed with a proposal to place permanent obstructions or barriers (gates) on Rocla Road Traralgon East.

**2. DECLARATION OF INTERESTS**

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

**3. STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015.

And

*Shaping our Future*

An active connected and caring community -  
*Supporting All.*

*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 2011 - 2015

Strategic Direction – Governance

- Support effective community engagement to increase community participation in Council decision making.
- Delegate appropriately and make sound decisions having regard to legislative requirements, policies, professional advice, sound and thorough research and the views of the community.
- Provide timely, effective and accessible information about Latrobe City Council's activities.
- Ensure that Council decision-making considers adopted policies.

*Legislation – Section 207 of the Local Government Act*  
Council as a road authority has specific traffic management powers over roads within its municipal district as set out in Schedule 11 of the *Local Government Act 1989*.

*Policy – Council has not adopted a policy relating to temporarily or permanently placing an obstruction or barrier on a road.*

**4. BACKGROUND**

Rocla Road Traralgon East as shown on the attached plan (attachment 1) runs between the Princes Highway (southern end) and Dranes Road (northern end).

The southern section of Rocla Road is fully constructed from the Princes Highway to a point adjacent to the third last industrial allotment at 67-71 Rocla Road, a length of approximately 1020 metres. The remaining northern section of Rocla Road (approximately 530 metres) through to Dranes Road is formed and lightly gravelled. There are two rural living dwellings, one either side of the gravel section of Rocla Road, two vacant farm land lots and two industrial allotments fronting this unsealed section of road.

The Latrobe City Council Register of Public Roads identifies Rocla Road as:

- Sealed Access <= 60km/hr from Princes Highway to the end of seal at approximately 1.02 KM, and
- Limited Access from end of seal to Dranes Road.



Since 2000, Council has received regular and ongoing complaints/reports from a resident concerning dust, speeding vehicles and heavy vehicles using the unsealed section of Rocla Road.

To address these complaints, Council initially considered a proposal to close the road to traffic. After giving public notice and inviting submissions, Council subsequently resolved not to proceed with this course of action after receiving a number of submissions from the community objecting to the proposal.

Following further complaints, Council again considered the issues associated with the unsealed section of Rocla Road.

In April 2001 Council, after completing the statutory process resolved to impose a 3 tonne load limit and a 40 km/h speed limit on the unsealed section of Rocla Road. Road traffic management signs were subsequently erected.

In 2002, Council again considered concerns relating to heavy vehicles and speeding vehicles using the unsealed section of Rocla Road. At the Ordinary Council Meeting held 4 February 2002 Council resolved:

1. *That the owners of the two properties on the corner of Dranes Road and Rocla Road be asked if they are willing to contribute \$4,000 each to the sealing of the first 200m of Rocla Road from Dranes Road.*
2. *That a further report be presented following receipt of the owners comments.*

A further report was presented to the 5 August 2002 Ordinary Council Meeting. This report advised Council that following consultation with the affected residents, they indicated they were “not willing to contribute towards the cost of sealing the road and believed sealing would encourage more vehicles and higher speeds”. Council subsequently resolved:

*That Council continues to monitor the situation but takes no other action at present.*

At the 1 August 2011 Ordinary Council Meeting, Council considered another request to close Rocla Road to through traffic. The request from a resident adjoining Rocla Road detailed a number of issues relating to amenity and health concerns caused by vehicles using the gravel section of road. The issues specifically being dust, speeding vehicles and heavy vehicles. The resident suggests three possible options to remedy the problems but encourages Council to close Rocla Road to through traffic.

Council subsequently resolved:

1. *That Council, pursuant to Section 207 and Schedule 11 Clause 9 of the Local Government Act 1989, gives public notice of its intention to consider a proposal to place permanent barriers/gates on the unsealed section of Rocla Road, Traralgon East to prevent through traffic between the Princes Highway and Dranes Road.*
2. *That Council notify VicRoads, nearby residents, farm and industrial property owners of its intention to consider a proposal to place permanent barriers/gates on the unsealed section of Rocla Road, Traralgon East preventing through traffic between Dranes Road and the Princes Highway.*
3. *That Council in accordance of a section 223 of the Local Government Act 1989 consider submissions received regarding this proposal to place barriers/gates on the unsealed section of Rocla Road, Traralgon East to prevent through traffic between the Princes Highway and Dranes Road at a future Ordinary Council Meeting.*

## 5. **ISSUES**

Council has power pursuant to Section 207 and Schedule 11, Clause 9 of the *Local Government Act 1989* to place and maintain a permanent barrier or obstruction to block and restrict traffic using a road, via:

### *9. Power to place obstructions or barriers on a road permanently*

*(1) A Council may block or restrict the passage or access of vehicles on a road by placing and maintaining any permanent barrier or other obstruction on the road.*

*(2) A Council must not exercise this power unless it has considered a report from the Roads Corporation concerning the exercise of the power.*

*(3) The exercise of this power is subject to any direction of the Minister.*

*(4) This clause does not apply to a freeway or an arterial road within the meaning of the Road Management Act 2004, unless the Council has the consent of the Roads Corporation.*



In accordance with Section 207A of the *Local Government Act* 1989 this power is subject to Section 223 of the *Local Government Act* whereby:-

*The Council must 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 to be heard, is entitled to appear before a meeting of Council.

In response to the public notice, direct mail letters and signage at each end of the unsealed section of Rocla Road, Council received several telephone enquiries and 20 written submissions. (A summary of the submissions is provided in Section 7 Internal/External Consultation).

The northern unmade section of Rocla Road is designated as *Limited Access* in the Latrobe City Council Register of Public Roads and accordingly receives minimal routine maintenance, being a formal inspection once a year. The Intervention levels are as follows:

- Potholes must be greater than 1m wide and 150mm in depth with a response time of 15 weeks
- Road Drainage response time of 6 weeks
- Signage & Delineation – regulatory signs response time of 1 week
- During and following major storm events (emergency works) response times are as soon as resources permit.

In recent years there has been a significant increase in the number of vehicles travelling on the gravel section of road. Daily vehicle details stated in two previous Council Reports and the results of two recent traffic volume counts on the unsealed section of road reveal:

- 14 February 2002 Council report stated the traffic volume is less than 40 vehicles per day,
- 5 August 2002 Council report stated the traffic volume is less than 50 vehicles per day
- October 2010; during Princes Highway Traralgon East duplication works, traffic counts recorded an average of 148 vehicles per day, and
- June 2011; at the conclusion of the Princes Highway duplication work, traffic counts recorded an average of 122 vehicles per day.

A comparison of daily traffic volume data collected in 2010 and 2011 (during and post Princes Highway East duplication works) provides the following information:

	OCTOBER 2010	JUNE 2011
<b>NORTH BOUND</b> (leaving Industrial estate)		
Average daily vehicles	97 vehicles	76 vehicles
Total vehicles exceeding 40 km/h speed limit:	71%	62%
The 85th percentile speed of vehicles**:	61.9 km/h	60.1 km/h
Maximum Speed	108.1 km/h	99.4 km/h
Average Light Vehicles	93 light	75 light
Average Heavy Vehicles	4 heavy	1 heavy
<b>SOUTH BOUND</b> (entering Industrial estate)		
Daily average vehicles	51 vehicles	46 vehicles
Vehicles exceeding posted 40 km/h speed limit:	78%	67%
The 85th percentile speed of vehicles**	63.7 km/h	59.4 km/h
Maximum Speed	98.1 km/h	85.3 km/h
Average/wk Light Vehicles	48 light	46 light
Average/wk Heavy Vehicles	5 heavy	1 heavy

*\*\*The definition of the 85th percentile is the speed at or below which 85% of all vehicles are observed to travel under free flowing conditions.*

The above traffic count comparisons show that since VicRoads completed the Princes Highway Traralgon East duplication, installed two roundabouts and two sets of traffic signals, the average vehicles (both directions) using the unsealed section of Rocla Road has reduced by 26 vehicles per day when compared to October 2010. It is also noted that there has been a 10% reduction of vehicles recorded exceeding the 40 km/h speed limit.

The unmade section of Rocla Road is considered a limited access road which has two residences and two farm lots; 76 vehicles per day are considered high for this type of road and exceeds what would be expected if only local traffic was using the road. The Princes Highway and Traralgon-Maffra Rd are considered more appropriate roads.

In August 2007 the Latrobe Structure Plans – Traralgon was adopted by Council. In January 2010 the Structure Plans - Traralgon was incorporated into the planning scheme. The section of Rocla Rd in discussion is not identified as a future road in this plan. The Traralgon Structure Plans show a future road from the end of the sealed section of Rocla Rd linking into Traralgon–Maffra Rd and the Princes Highway. The plan does not indicate a link between Rocla Rd and Dranes Rd.

An enlarged extract of the Traralgon Urban Growth Structure Plan showing the area around Rocla Rd is Attachment 3.

In the event Council proceeds with placing an obstruction/ barrier across the end of the unmade road reserve it is considered that these should include the installation of bollards that allow pedestrians, cyclists and horse riders access and two substantial 6 metre swinging barriers/gates that would deter unauthorised opening or vandalism to gain access. Examples of suitable bollards and barriers/gates have been installed by Gippsland Water to prevent unauthorised access to the Regional Outfall Sewer, Old Melbourne Road, Traralgon.

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

In the event that Council was to erect signage, manufacture and install substantial purpose built gates and bollards (similar to those installed by Gippsland Water) the total cost is estimated to be in the vicinity of \$10,000 to \$12,000.

Although funds have not been specifically allocated for this project in the current budget; the works could be completed under the road maintenance budget and off-set against savings created in the existing maintenance budget, which currently expends approximately \$2,000 on maintaining this particular section of road a year.

The cost to construct and seal Rocla Road from the current end of seal to Dranes Road to cater for loads up to 3 tonnes is an estimated \$110,000. Significant preparatory work would be required before sealing. Considering a Special Charge Scheme has previously been rejected by the residents in 2002; the estimated \$110,000 required to construct and seal this section of Rocla Road would need to be funded entirely by Council. There are no funds available for this in the current budget

## 7. INTERNAL / EXTERNAL CONSULTATION

### *Engagement Method Used:*

- *Public notice in the Latrobe Valley Express.*
- *Letters were sent to property owners in Rocla Road, Burnets Road, Curtis Court, Dranes Road, Glenloth Court, Princes Highway East, Riverview Drive and Stammers Road.*
- *Latrobe City Council Web Site*
- *Signage erected at either end of the unsealed section of Rocla Road.*
- *VicRoads was invited to comment on the proposal.*

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

In response to the above community engagement process, Council received:

- A Petition opposed to the proposal (copy attached),
- Four telephone calls opposed to the proposal,
- The proposal was discussed at a Victorian Farmer Federation/Latrobe City Council Working Group Meeting,
- 21 written submissions, (copies attached), and
- VicRoads response advising that the road authority did not object to the proposed barriers (copy attached).

Details of the respective elements of community consultation comments received are summarised below:

#### ➤ VicRoads stated:

- There should be minimal effect on the road traffic movements within the surrounding area of the proposed road closure on Rocla Road.
- The existing road infrastructure allows traffic to use Traralgon Maffra Rd (arterial road) and the Princes Highway (arterial road) to navigate around the road closure and access to Dranes Rd.
- In addition, Stammers Road (local road) can also be used to access Dranes Road.
- The recent improvement works along Princes Highway also allow safe vehicular movements in and out of the Rocla Road intersection (including the surrounding intersections of Traralgon Maffra Road and Stammers Road).

- The petition opposed to the proposal stated:
  - “We, the hereby undersigned, object to the placement of permanent barriers on Rocla Road to prevent access between the Princes.”
  - 512 signatories to the petition.
- 21 submissions received
  - 5 supported the placement of a permanent barrier or obstruction
  - 16 objected the proposal to place a permanent barrier or obstruction.

Supporting submissions are summarised below:

- Access to/ from the Traralgon East Industrial Estate should be from the Princes Highway and not through Farm/Rural Living 2 Zone land creating a distinct separation.
- Generally speeding issues and bad road conditions are not created by local traffic but more from people outside the area using the road as a short cut.
- Barriers will improve public safety, particularly as the Industrial Estate expands. There have been several near miss accidents at the Rocla Road and Dranes Road intersection.
- The maintenance costs will reduce as local traffic will not cause the dust, potholes or corrugation issues as quickly.
- Traralgon-Maffra Road or Stammers Road are available for residents of the Dranes Road area to access the industrial estate.
- Once the Traralgon by-pass is completed traffic at the intersection of Rocla Rd and the Princes Highway will be reduced making this intersection safer.

Officer Comments

- It is not appropriate and not good planning practice to allow traffic from an industrial estate to travel through an adjacent residential/farming area.
- Given that beyond the industrial estate Rocla Road becomes limited access and only has 2 residence and 2 farm lots; an average of 76 vehicles per day indicates that more than local traffic is travelling on this unmade section of Rocla Road.
- According to the Victorian Road Crash Data statistics there has not been any incidents reported at the Dranes Road and Rocla Road intersection.
- Maintenance cost will decrease if the road is only used by local traffic.

- VicRoads indicate that the existing road infrastructure allows traffic to use Traralgon Maffra Rd (arterial road) and the Princes Highway (arterial road) to navigate around the road closure and access to Dranes Rd.

Objecting submissions are summarised below:

- Rocla Road is an alternative route for fire fighting and emergency vehicles to access Dranes Road and an evacuation route for near by residents.
- Rocla Road is used by local residents for vehicle, bicycle and pedestrian access to and from business premises in the Traralgon East Industrial Estate.
- Closing the road will have a detrimental effect on businesses in the vicinity; it should remain open to cater for future investment and development in the area.
- Keeping the road opened is justified by increased vehicle usage.
- Closing the road will encourage more traffic to use Stammers Road to access the Princes Highway.
- Council is encouraged to widen, construct and seal the section of Rocla Road to minimize the dust and noise.
- There have been a number of accidents at the intersection of Traralgon–Maffra Road and Dranes Road.
- Closing Rocla Road off to through traffic would require improvements to be provided at the Dranes Road intersection to incorporate a turning lane.
- Speed humps or other traffic calming devices could be installed on the unmade section of Rocla Road to slow down traffic.

Officer Comment

- The CFA have advised that it does not object to the barrier being placed across the road provided the Traralgon East and Traralgon CFA Brigades are issued with enough pad lock keys to place one key in each of the Brigade vehicles.
- The proposed barriers will allow pedestrians and bicycles to pass through; the barrier will only stop vehicles.
- VicRoads indicated that ‘there should be minimal effect on the road traffic movements within the surrounding area of the proposed road closure on Rocla Road.’
- The proposed section of Rocla Road to be closed is a limited access road and is there to service local traffic; an average of 76 vehicles per day indicates that more than local traffic is travelling on this unmade section of Rocla Road.

- Stammers Road is a combination of limited access and sealed access and is located further East than Rocla Rd. As Stammers Road doesn't abut the industrial estate it is not expected that the traffic volumes will increase. A traffic count will be undertaken during March 2012 and traffic volumes will be monitored in the future.
- The intersection of Dranes Road and the Traralgon-Maffra Road is managed by VicRoads; any request to make improvements to the intersection would require funding and agreement from VicRoads. Our Traffic Engineer conducted a desktop analysis and given the number of residents in the vicinity and an alternative access via Stammers Road; we believe that a turn lane would not be viable.
- As the unmade section of Rocla Road is unsealed; traffic calming devices would not be appropriate.

## **8. OPTIONS**

The following options are available to Council:

1. Place permanent barriers and appropriate signage at each end of the northern unmade section of Rocla Road to prevent through traffic;
2. Reject the proposal to close the unmade section of Rocla Road and continue to maintain in accordance with the Latrobe City Register of Public Roads Intervention Levels and Time Frame requirements; or
3. Report to Council on the option of dust mitigation and upgrading of existing gravel surface and/or reconstruct and sealing of the northern unmade section of Rocla Road.
4. That Council place permanent bollards that allow pedestrians, cyclists and horse riders access and two substantial 6 metre swinging barriers/gates at each end of the northern unmade section of Rocla Road to prevent through traffic.

## **9. CONCLUSION**

Since 2000, Council has received regular and ongoing complaints/reports from a resident concerning dust, speeding vehicles and heavy vehicles using the unsealed section of Rocla Road. Current traffic volumes indicate that this section of Rocla Road is being used by more than local traffic. It is appropriate that non local traffic should be deterred from using this section of the road.

It is not appropriate and not good planning practices to allow traffic from an industrial area to travel through an adjacent residential/farming area. Therefore the unmade section of Rocla Road should be closed to vehicular traffic as it will:

- Substantially reduce the number and size of vehicles using the unmade section of Rocla Road which will improve public safety at the intersection at Dranes Road.
- Maintenance cost will decrease if the road is only used by local traffic.
- VicRoads indicate that the existing road infrastructure allows traffic to use Traralgon Maffra Rd (arterial road) and the Princes Highway (arterial road) to navigate around the road closure and access to Dranes Rd.

#### **10. RECOMMENDATION**

1. That Council place permanent bollards that allow pedestrians, cyclists and horse riders access and two substantial 6 metre swinging barriers/gates with appropriate signage at each end of the northern unmade section of Rocla Road to prevent through traffic.
2. That Council write to all submitters advising them of Council's decision and thanking them for their submissions.

#### **ALTERNATE MOTION**

**Moved:** Cr Loughheed

**Seconded:** Cr White

**That the Motion be adopted.**

**That Council defers the matter until Ordinary Council meeting to be held 2 April 2012.**

**CARRIED UNANIMOUSLY**



**ATTACHMENT 1**

**ATTACHMENT 2**

PETITION & SUBMISSIONS RECEIVED

8<sup>th</sup> September, 2011

Shirley Roberts & Pat Rutter,

PO Box 385,  
Traralgon, Vic. 3844

Latrobe City

CEO  
Mr Paul Buckley

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
12 SEP 2011	
R/O:	Doc No:
Comments/Copies Circulated to:	
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Dear Sir,

We the petitioners request that this petition be brought before Latrobe Council in support of Rocla Road, Traralgon East remaining OPEN between the Princes Highway and Dranes Road for the use of all members of the general public at all times.

We object to the proposed placement of permanent barriers on Rocla Road.

This petition of 26 pages contains over 500 signatures in support of Rocla Road, Traralgon East remaining OPEN.

Yours sincerely



# PETITION

## "PERMANENT BARRIERS IN TRARALGON EAST"

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We, the hereby undersigned, object to the placement of permanent barriers on Rocla Road to prevent access between the Princes Highway and Dranes Road.

NAME	ADDRESS	SIGNATURE	COMMENT	DATE
Emily Foulkes	8 Derwent Rise			20/8/11
SIMON FOULKES	8 DERWENT RISE			20/8/11
J. Croyer	Draper rd			21-8-11
Matthew	" "			21-8-11
DAAG ERIC	205 BASSETTS LN			21-8-11
R. Eric	Lot 17 RIVERVIEW			21-8-11
D ERIC	Lot 7 RIVERVIEW			21-8-11
LIC HAYLOCK	5 CURTIS CRT, Igon			22/8/11
A. Haylock	" "			22/8/11
Shelley	50 RIVERVIEW DRIVE			21-8-11
J. Emily	50 " "			21-8-11
G R MATTHEWS	60 BURNETT RD			21-8-11
R J MATTHEWS	" "			21-8-11
G STEVENSON	" "			21-8-11
ELLEN ELLI	50 BURNETS RD			21-8-11
MICK ELLIS	50 BURNETS RD.			21-8-11
ANGELA HARKIN	15 CURTIS CRT			21-8-11
BROD HARKIN	" "			21-8-11
JEANNIE NEAVE	85 DRANES RD			21-8-11
SAK RANUKON	9 GEPP CRT			21/8/11
VAL BAXTER	51 GARIBALDI ST			21-8-11
De Heenan	2 Nicholson Pl			21-8-11
Jason Heenan	2 NICHOLSON PL			21-8-11
dk Rusk	28 Bayly Dr			21-8-11
Matt Heenan	7 Fairway Ct			21-8-11
DEAN SCHROEDER	TRARALGON			21-8-11

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
G. Rutter.	Traralgon.	<i>G. Rutter</i>		19/8/11
R. Rutter.	Tigon.	<i>R. Rutter</i>		19/8/11
K. Rutter.	Tigon.	<i>K. Rutter</i>		19/8
Michael Armakis	Hazelwood North	<i>Michael Armakis</i>		19-8
Damien Dunne	Tigon	<i>Damien Dunne</i>		19-8-11
A. Kennedy	Tigon	<i>A. Kennedy</i>		19-8-11
R. FALLA	8 Conway Ct Tgon	<i>R. Falla</i>		19/8/11
N. Falla	8 Conway Ct Tgon	<i>N. Falla</i>		19/8/11
J. Falla	8 Conway Ct Tgon	<i>J. Falla</i>		19/8/11
A. Falcourt	Traralgon	<i>A. Falcourt</i>		19/8/11
John C. Smith	Traralgon	<i>John C. Smith</i>		19/8/11
Ryan P.	Traralgon	<i>Ryan P.</i>		19/8/11
STEWART	15 Glenloch CRT	<i>Stewart</i>		19/8/11
STEWART	" " "	<i>Stewart</i>		19/8/11
S. Garrett	17 GLENLOTH CRT	<i>S. Garrett</i>		19/8/11
M. HULLAH	17A GLENLOTH CRT	<i>M. Hullah</i>		19/8/11
E. HULLAH	17 GLENLOTH CRT	<i>E. Hullah</i>		19/8/11
K. Vespa	25 Glenloch crt	<i>K. Vespa</i>		19/8/11
B. GRUBB	30 GLENLOTH CRT	<i>B. Grubb</i>		19/8/11
A. MILLS	20 GLENLOTH CRT	<i>A. Mills</i>		19/8/11
G. MILLS	20 GLENLOTH CRT	<i>G. Mills</i>		19/8/11
K. Lawrence	4 Hollylane, Tgon	<i>K. Lawrence</i>		19/8/11
S. Archbold	Pizza Delivery Driver, SA	<i>S. Archbold</i>		19/8/11
W. McCormick	Tigon South	<i>W. McCormick</i>		19/8/11
JOHN RUTTER	8 HENRY ST Tgon	<i>John Rutter</i>		20/8/11
S. Faulkes	8 Denat Rise	<i>S. Faulkes</i>		20/8/11

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
J Hislop	P.O Box 98 Tig			19/8/11
M Hislop	3 camden Tgo		good shortcut	19/8/11
G Hislop	P.O Box 98 Tig			19/8/11
D. CRAY	SEDAR ST		GOOD SHORTCUT	19/8/11
G. LINDNER	17 THORNTON ST			19-8-11
K Mayo	36 cy nth st			19-8-11
E. OLIVIER	TRARALGON			19-8-11
M. RICH	TRARALGON			19-8-11
J. SIMIC	TRARALGON			19-8-11
F. POSING	CLONCARR			19-8-11
Brian Johnson	Morwell			19/8/11
J. CHAN	TRARALGON			19/8/11
Z. BARNES	TRARALGON			19/08/11
M. JUDD	TRARALGON			19/08/11
J. TAYLOR	TRARALGON			19/08/11
J. CALDWELL	TRARALGON			19/8/11
P. LEWIS	4 HOLLY LANE			19/8/11
J Caldwell	Tigon			19/8/11
Darren May	Tigon			19/8/11
Connie May	Tigon			19/8/11
Mick Pizzi	Tigon			19/8/11
R. HAGGREN	TIGON			19/8/11
Dan Rutter	Traralgon			19/8
Kevin Rutter	Tigon			19/8
Z. Rutter	Traralgon			19/8
Tamara Rutter	Moe			19/8



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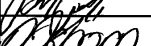
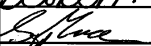
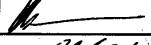


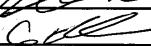


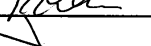

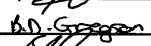

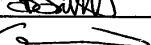

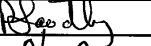









NAME	ADDRESS	SIGNATURE	COMMENT	DATE
Simon Thompson	1 Roads CRT			19-8-11
Sharon Reid	7 cheser crt Ticon			19-08-2011
Sven Batten	2685 old sale rd Shady Creek			19-08-2011
SHANE RYAN	6 Walthalla St			19-08-2011
Justin Walker	13 Abbott St			19/08/11
CHARLES FARROW	52 PTHILLIP ST TRAR			19/08/11
Ross GARDNER	60 CRIMMIE RD NARAN			19-8-11
Rob Mizzell	4 Cagney CRT Trar			19/8/11
Mark McManus	6 GREYTHORN RD, Trar		WHY??	19/8/11
HAMISH HEIL	16 BLUNDELL CRT TRAR			19/8/11
NICK RUTTER	69 Lafayette Street Trar			19/8/11
Tom Luffin	157 PORDON ST TR			19/8/11
JAMIE ORBIT	25 HAYS RD			19/8/11
SIMONE MORRIS	6 GREYTHORN RD TRAR			19/8/11
Sarah (Wale)	31 RANGVIEW DR			19/8/11
Alison Smith	26 CROFTON RD			19-8-11
Marg Chapman	57 ANDERSON RD			19-8-11
Lauren Beckett	1000 BUNNELL RD			19/8/11
Sam AARU	39 GARDNER RD TRAR			19/8/11
Tania Downie	83 GIRDONALD RD Churchill			19/8/11
Robbie Greer	500 HAVEMORE			19/8/11
Shane Morgan	7 Rialto CRT Trar			19/8/11
Mark Smith	7 MANDAM CRT TRAR			19/8/11
Brodie Downie	83 GIRDONALD RD Churchill			19/8/11
JOHN CALLEN	WALSH'S RD, TRARALGON			19/8/11
ANDY LEHNER	10 RUSTIC CRT CHURCHILL			19/8/11

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
J. WRIGHT	77 ELLAVALE DRIVE			
G. HODGKINS				
D. ROY				
D. Osborn				
S. Macdonald				
P. Thomson				
E. Dejaney				
J. Pederson				
C. Waugh				
G. Hodgkiss				
K. Shuckey				
X. HODGKINS				
A. GRASS				
J. Gault				
R. PRINCE				
B. Gregson				
B. Cook				
S. Smith				
G. Monro				
J. Deary				
R. Goodley				
J. Ferguson				
A. Boys				
A. Meehan				
C. Monro				
B. LANDIS				

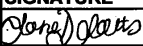
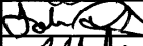




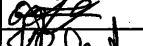

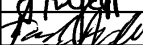
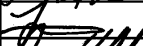



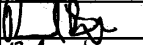
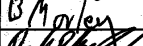













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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
Toni Roberts	50 Dranes rd			17-8-11
John Roberts	7 Watkins crt			17-8-11
G. Hosking	41 GRUBB ADE			17-8-11
T. RYAN	ROCLA RD			17-8-11
B. BLAKE	5355 Rocla Rd			19-8-11
D. Goodall	5 Tarago crt			19-8-11
N. Wharton	Conneran			19-8-11
Geoff Farley	Glengarry			19-8-11
A. Rodger	TRARALGON			19-8-11
A. Scott	TRARALGON			19-8-11
J. Anderson	7 Whitakers Rd			19-8-11
T. Thorburn	ROCLA RD			19/8/11
D. HAMILTON	ROCLA RD.			19/8/11
B. Pate	Rocla RD.			19/8/11
Rob Johnson	23-25 Hazel ST			19-8-11
Sam Pendergast	30-32 Hazel St			19-8-11
D. Bys	Gormondale			19/8/11
B. Morley	Coodah Way			19/8/11
D. Bushby	Tyers			19/8/11
M. Petheringham	Traralgon			19-8-11
B. McCulloch	Rocla Rd.			19-8-11
A. Irvine	Rocla Rd			19-8-11
C. Hewes	Traralgon			19/8/11
B. LANE.	TRARALGON			19/8/11
D. BROWN	TRARALGON			19/8/11
G. Schulte	Traralgon			19/8/11

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
Craig Porter	TRARALGON			19/8/11
Shane Adams	TRARALGON			22/8/11
Brian Ritter	"		NEED TO SEAL IT	22/8/11
R. HARE	125 CONVEY RD TIGON			22/8/11
D. EVANS	TETDORA RD			22/8/11
O. Harrison	Traralgon			22/8/11
H. Thompson	Tigon			22/8/11
S. Lebrecht	Tigon			22/8/11
D. Carroll	Tigon			22/8/11
S. Rizz	Tigon			22/8/11
A. CALOWELL	Tigon			22/8/11
E DOYLE	TIGON			22/8/11
J. Van der Meer	Tigon			23/8/11
Sally Wilson	TIGON			22/8/11
Alan Jones	TRARALGON			22/8/11
Raelene Musgrave	Tigon			22/8
John Wurz	YAM NTH			22-8
Rob Wilk	TIGON		MUST HAPPEN	22/8/11
Flora May	Glenary			22/7/11
Rebecca Lettberg	TIGON			22/7/11
JOHN GARDNER	TIGON			22/8/11
MARILYN GARDNER	Tigon			22/8/11
DUSTIN HODGE	Tigon, Mckln			22/8/11
Jim Williams	Traralgon			21.08.11
Aaron Auld	Tigon			22/8/11
KATRINA Smith	2 Farmer cres Tigon			22/8/11

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
C. MAYHE	712 INTO JLL CATMOR	[Signature]		22-8-11
L. BASTIN	715 CALLIGNEE STH RL	[Signature]	Needs to be sealed	22-8-11
J. BURKE	9 WICKLOW ST	Jam Burke		22-8-11
S. BAILEY	22 HOWARD AVE CHURCHILL	S.C. Bailey		22/8/11
D. HUGHES	33 RUTHERFORD RD NEAR	[Signature]		22/8/11
M. ADEY	70 GARIBOLDI ST, TGOV	[Signature]		22/8/11
A. MADIS	606 WELLS RD RIVERCA	[Signature]		23/8/11
M. PHILLIPS	10 BOX ROAD TGA	[Signature]		24/8/11
T. LOGG	210 THOMSON 4/2 STH	[Signature]		23/08/11
P. KERR	64 KEOCK ST	[Signature]		22-08-11
P. FREEMING	50 KAY ST TRARALGON	[Signature]		22-8-11
A. PARRISON	166 LINDARD RD TGOV	[Signature]		22-8-11
C. McLEAN	49 COOMAN DR CHUR	[Signature]		22/8/11
P. KEARNS	10 W FINNIS CRES.	[Signature]		22/8/11
R. IRVING	ALGRAUNT PL TGOV	[Signature]		22/8/11
F. BURNER	1 LEONIS CRT MOR	[Signature]		" " "
P. KINGS	11-18 CARRY DRV GLADSTONE	[Signature]		22/8/11
B. Jenkins	9 CUNNINGHAM CO. RD Traralgon South	[Signature]		22/8/11
B. SHERRY	26 RESERVOIR RD MOR	[Signature]		22/8/11
C. WURD	12 CHAPMAN RD TRAL	[Signature]		22-8-11
W. VOYCE	3 WOOD ST. TGOV	[Signature]		22-8-11
P. JONES	140 LORRAINE RD	[Signature]		22-8-11
P. SMITH	142 WOODS TER	[Signature]		22-8-11
G. FOX	19 CORHAM CRT GARRA	[Signature]		22-8-11
Glean Hill	1 Mitchell Drive Traralgon	[Signature]		22-8-11
BARRY DAVIS	45 CAMPBELL ST YARRA	[Signature]		22-8-11
DAVID CLARKE	123 SEYMOUR ST TGOV	[Signature]	THIS ROAD SHOULD BE SEALED	23.8.11

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Michael Giddens	105 Gordon St Traralgon	M. Giddens	This is crap	19-8-11
Nathan McRae	1/135 Southhead St Traralgon	Nathan McRae	NOT HAPPY	19-8-11
BBY SEACK	8 Dobbins Rd, Traralgon	BBY SEACK		19-8-2011
Shane Duncan	2 Zanella Rise	Shane Duncan		19-8-11
Sarah Duncan	Traralgon	Sarah Duncan		19-8-11
Janie Scott	HAZELWOOD STN	Janie Scott		19-8-11
GARRY PARSONS	MIRROCO ST N/A	Garry Parsons		19-8-11
Matt Giles	31 Made cry churchill	Matt Giles		19-8-11
CARUS PAVEY	HAZELWOOD NTH	Carus Pavey		
CRAIG VEST	9 Rustic Cres Traralgon	Craig Vest		19-8-11
MARK CHRISTY	CHAMBERLAIN RD TRARALGON	Mark Christy		19-8-11
KIM O'NEILL	44 DRY ST MB	Kim O'Neill		19-8-11
S. HUTCHINSON	AMBUL	S. Hutchinson	TRARALGON EAST PROHIBIT ONLY.	19-8-11.
E. Brand	Traralgon Stn	E. Brand		19-8-11
G. SHEERS	Yalburn Nth	G. Sheers		19-8-11
R. BARBER	Traralgon	R. Barber		19-8-11
J. SCHILL	YINNAR	J. Schill		19-8-11
G. KENWICK	YINNAR	G. Kenwick		19-08-11
M. HAMMETT	Hazelwood North	M. Hammett		19-8-11
C. BAGGLEY	4 Mills St Maffra	C. Baggley	DO NOT DO IT!!!	22/8/2011
F. Zehke	1 Kennedy Close Traralgon	F. Zehke	NOT HAPPY JAN	22/8/2011
L. MALTBY	20 Parkwood Way,	L. Maltby		22/8/2011
C. WOOD	9 ROTHBURY PLACE TRARALGON	C. Wood		22/8/2011
N. WIMFORD	CAMPBELL ST TRARALGON	N. Wimford		23/8/2011
B. ROWINGS	24 Phillip St Moe	B. Rowings		24-8-2011
S. MA-10	64 Kangaroo St LR	S. MA-10		24/8/

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
Rob Ferrance	21 RADDES CRT	[Signature]		22-8-11
FIONA SAVAGE	7 ILLUMARIE PL	[Signature]		22-8-11
MAY CROSS	5 RIVERVIEW DR	[Signature]		22-8-11
GRANT CROSS	5 RIVERVIEW DR	[Signature]		22-8-11
Catherine Nicholson	Phillipstown	[Signature]		22-8
Yvonne Nicholson	Phillipstown	[Signature]		22-8
Kate Lynch	4 HICKOX ST	[Signature]		22-8
BRAD CALDWELL	38 WILKINSON CRT	[Signature]		22-8-11
ROD HOURIGAN	85 GREY ST	[Signature]		22-8-11
LISA HOURIGAN	85 GREY ST	[Signature]		22-8-11
ANDREW MOYSE	WALWALLA RD	[Signature]		22-8
Emake Johnson	63 GILMOUR ST	[Signature]		22-8-11
MARGARET SMITH	94 VINCENT RD	[Signature]		22/8
Mandy Flint	Redhill Rd	[Signature]		22/8
Quida Briggs	60 WILDA CRISTIAN	[Signature]		22-8
B. CARLINGTON	R. CARLINGTON	[Signature]		23-8-11
H. CARLINGTON	7 HEATHER AVE	[Signature]		23-8-11
S. SWEENEY	GILMOUR ST	[Signature]		23-8-11
Robert Anagnostis	TRARALGON	[Signature]		23/8/11
MERILYN SUTTON	2 Hill Gr Traralgon	[Signature]		23/8/11
DEAN BRADY	6 NICKLAW ST	[Signature]		23/8/11
Will Brock	38 Elliott St.	[Signature]		23/8/11
ANDREW BEHAN	46 PARKWOOD WAY	[Signature]		23/8/11
TED WISEMAN	11 DUNDAS RD	[Signature]		23-8-11
D. COOPER	Traralgon	[Signature]		23-8-11
J. COOPER	19 WORTHINGTON ST.	[Signature]		23-8-11

TYERS

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
Tony Pettie	2 Wood Crt T'gon			19-8-11
Mrs. Smith	171 Liddards Rd			19-8-11
Rob Monk	19 GRETTHORN RD TGN			19 Aug 11
Mike Green	13 CHRISTOPHER CT			19/8/11
Luke Dineen	4 OLEY CRT TGN			19/8/11
D. Waite	95 Coonoc Rd TGN		Safety issues.	19/8/11
J. DE GRIMAN	63 CROSS RD TGN			19/8/11
L. LITTLE	29 CAJAN BROOK RD GLENARY			19/8/11
Tom HINDS	120 WINDYBUSH CRT TGN			19/8/11
GARY FULLWOOD	5 LIBRA CRES MOE			19/8/11
Danny Murray	44 HARRY DR TRARALGON			19/8/11
Kim Murray	CHURCHVIEW			19/8/11
John Barker	Boolarra St			19/8/11
David Graham	P.O. Box 19 Glenary			19/8/11
WAFU BENTLEY	9 SUMMERBAY AVE MOE			19/8/11
Rob Elrick	P.O. box 195 Glenary			19/8/11
Dean Brooks	41 Swanton TGN			19/8/11
Don Potts	23 Skeldale Way			19/8/11
Andrew Howe	6 FAIRWAY DRIVE TGN			19/8/11
Lee Graham	Glenary			19/8/11
Cameron Graham	Glenary			19/8/11
Jess Love	MORWELL			19/8/11
Logan Heatherill	Traralgon			19/8/11
Milk Dineen	GLENARY			23/8/11
Jack Roberts	T'gon			23-8-11
DANIEL ROBERTS	"			23-8-11

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
Shirley Roberts	50 Dranes rd	[Signature]		16-8-11
Joanne Dinsdale	7-11 Carey Drive Glen	[Signature]		19/8/11
S O'Brien	2 Macmillan PCA	[Signature]	easy access to Dranes Rd	19/8/11
J. Neatsch	Hazelwood Nth	[Signature]		19/8/11
R. HOESEN	34 MOOREST	[Signature]	NO REASON	19/8/11
F. HOESEN	" " "	[Signature]	TO BLOCK OFF.	19/8/11
T. HENDRICKEN	127 LORIANO RD	[Signature]	QUICKER TO GLENBARNEY	19/8/11
B. ADAMS	135 BROAD ST Glen	[Signature]	LESS TRAFFIC THAN MAIN ROAD	19/8/11
R. HOGGWOOD	29 Villeneuve Drive Traralgon	[Signature]	Use to go home	19/8/11
A. Adams	10 Bungip cut	[Signature]	Less traffic	19/8/11
O. Edwards	Rocla Rd	[Signature]		19/8/11
T. GORMAN	Rocla Rd	[Signature]		19/8/11
RAY BAKER	Romana	[Signature]		19/8/11
BROOKE HARROD	Stratton Drive	[Signature]		19-8-11
BEN TURNER	32 STRATTON DRIVE	[Signature]		19-8-11
AL Aquilino	Stratton Dr	[Signature]		19.8.11
B. SABLJAK	STRATTON DR	[Signature]		19.8.11.
J. MARSH	STRATTON DRIVE	[Signature]	USE TO COME + GO FROM WORK	19.8.11
W. HOWE	STRATTON DR	[Signature]		19.8.11
J. Buckley	STRATTON DR	[Signature]		19.8.11
L. HOWE	Stratton Dr	[Signature]	cross street	19/8/11
K. NEILSON	STRATTON DR	[Signature]		19-8-11
D. CARUBA	STRATTON DR	[Signature]		19-8-11
B. Bickel	STRATTON DR	[Signature]		19-8-11
T. JENSEN	STRATTON DR	[Signature]		19-8-11
R. JENNINGS	STRATTON DR	[Signature]	ACCESS TO DRANES LANE	19-8-11

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
D. Chiswick	Mingo NH			19.8.11
J. Capaldi	Hazzardwood North			19.8.11
C. Folz	Traralgon			19.8.11
D. Murray	Traralgon			19.8.11
R. Hodge	Traralgon			19.8.11
L. Collinson	Traralgon			19.8.11
H. Douglas	Traralgon			19.8.11
R. Jones-Jones	Traralgon			19.8.11
O. DAVIES	TRARALGON			19.8.11
T. MURPHY	" "			" "
G. MURPHY	" "			19.8.11
K. Palmer	Newborough			19.8.11
K. Devries	Traralgon			19/8/11
D. Mason	Traralgon			19/8/11
C. Maxwell	TRARALGON			19/8/11
A. Ashby	Traralgon			19/8/11
R. Dale	Traralgon			19/8/11
	Traralgon			19/8/11
	Traralgon			19/8
	Traralgon			19/8
R. Truswell	Traralgon			19/8/11
D. Mallia	Rocla RD			19/8/11
J. Mallia	Rocla RD			19/8/11
J. Knox	Davidson Tce			19/8/11
G. Kerr	Megan Pl.			19/8/11



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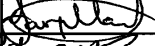


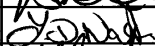
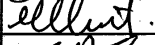
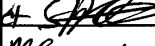
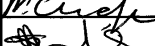

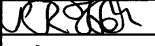

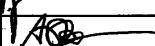
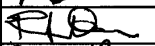
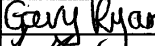

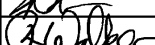
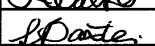
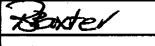


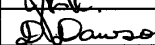






NAME	ADDRESS	SIGNATURE	COMMENT	DATE
D ARCH BOLD	MORRAN DR TRON	[Signature]	Not Necessary	23/8
N. Lavin	PO Box 87 T'Gon	[Signature]		23/8
R. Simeone	33 ALLEN CRES	[Signature]	NOT NECESSARY	23/8/11
J. Bryant	2 Collyer St T'gon	[Signature]		24/8/11
C Bowman	2 AVES CHT REAR	[Signature]	Not Necessary	24/8/11
T. Moore	Traralgon	[Signature]	not necessary	24/8/11
K. RISHCHEN	2 RIMPTON CRT 3844	[Signature]	Don't Reduce Access	24/8/11
J. Stohy	Bournecliff Rd	[Signature]		24/8/11
T. APOSTOLERS	19 WILKINSON PL	[Signature]		24/8/11
L. JONES	GREEN ST T'gon	[Signature]		24/8/11
Fiona Murray	Green Ave Traralgon	[Signature]		25/8/11
Dean Bradford	COURTIS CRT	[Signature]	unnecessary	25-8-11
Kassie Atkin	College Ave	[Signature]	"	25-8-11
J. Saunders	Tyngs Rd T'gon	[Signature]	access important	25-8-11
Mitchell Corbin	Traralgon	[Signature]		25-8/11
T. MARSHALL	Traralgon	[Signature]		25/8/11
Glen Hay	"	[Signature]		25/8/11
R O BRYAN	Traralgon	[Signature]		25/8/11
M. BARKER	Traralgon	[Signature]		25/8/2011
PAUL CARRINGTON	"	[Signature]		25/8/11
Joanne Gladman	TRARALGON	[Signature]	NOT NEEDED	25/8/11
Sophie Pyce	TRARALGON	[Signature]	NOT NEEDED	27/8/11
Madeline Didjurgis	Traralgon	[Signature]	NOT NECESSARY	27-8-11
Rebecca Inglis	Glenang West	[Signature]	Not necessary	27-8-11
TOM MOSS	TOONGATTIE	[Signature]	what would Jesus do?	27-8-11
JULIE BAXTER	TRARALGON	[Signature]		31-8-11

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
SAM MARKS	40 GILMOUR ST TRARALGON			19-8-11
GILLIAN KRUTOP	3 Lansdowne Rd Traralgon			23/8/2011
NEIL KRUTOP	" "			23/8/2011
ASHLEY CRONIN	26 BARKHAM DR TRARALGON			23/8/2011
Linda Nathan	22 Keith Ave. Mos			23/8/2011
Michelle Vincent	59 Grubb Ave. Tgon			23/8/11
Scott Rubin	119 Hammarston Rd			23/8/11
Michelle Clarke	82 Gair Rd T/Lgon			23/8/11
B. Hawling	24 Eastern Rd			23/8/11
M. Green	" " "			23/8/11
DR R. J. DAWSON	5 NEASTERN Rd			23/8/11
" " " "	53 Eastern Rd			23/8/11
Penny Wolfe	90 Mallard Glen			23/8/11
Ala Dean	6 Castlereagh Cr			23/8/11
Rh. Dean	" " "			23/8/11
GARY RYAN	ROCLA RD			23/8/11
Jaime Herber	52 Finkysen Cres Traralgon			23/8/11
A Baxter	12 Michael wt			23/8/11
B. Walker	" " "			25-8-11
Steve Baxter	Traralgon			31-8-11
REBECCA BAXTER	T/LGON			31-8-11
Steve Fennel	Traralgon			31-8-11
L. Kolek	Yinnar St			31-8-11
JOHN KOLEK	T/LGON			31-8-11
Debbie Dawson	Yinnar St			31-8-11
Aimee Dawson	Yinnar St			31-8-11

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
A Heenan	52 McNamara Rd	[Signature]		21-8-11
Nikki Sargeant	2 John St	[Signature]	"No Way"	21-8-11
Danny Heenan	52 McNamara Rd	[Signature]	USE ROAD ALOT	21/8/11
Alison Tanton	1 Berwick St	[Signature]	" "	23-8-11
Andrea Jewkes	1 Berwick St	[Signature]	" "	23/8/11
C Jewkes	" "	[Signature]	" "	23/8/11
D. Hill	43 Barker Cres	[Signature]	" "	23/8/11
Ken Hill	43 Barker Cres	[Signature]	" "	23/9/11
S. Hill	" " "	[Signature]	" "	23-8-11
J. Hill	" " "	[Signature]	" "	23-8-11
B. Dickeson	17 Garfield St	[Signature]	"Don't do it"	23/8/11
R. Robertson	9 Jallan Ct.	[Signature]		23/9/11
C. Watson	9 Maypole Close	[Signature]		23/8/11
K. Brennan	6 Saville Crt	[Signature]		23/8/11
T. Leckly	50 M'Gowan Ter	[Signature]		23/8/11
M. Adams	25 Haurigan Mnl	[Signature]		22-8-11
D. Wilson	2 Casuarina Court	[Signature]		" " "
A. Bax	50 McNamara T/way	[Signature]		" " "
H. Gastic	25 Jumbuk Rd	[Signature]		23/8/11
L. Chaminas	48 Gabo Way	[Signature]		23/8/11
R. Wright	37 Main Street	[Signature]	Drum is a <del>key</del>	" "
P. Harford	19 Washington	[Signature]	KEEP IT OPEN	24/8/11
D. Baldwin	2 Florence Ave	[Signature]	" " "	23/8/11
M. Kyle	4 Dodd Crt	[Signature]	" " "	23/8/11
C. Walker	17 Mulgrave St	[Signature]	" " "	" " "
M. Hutchinson	22 Dabble St	[Signature]	" " "	23/8/11

17

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[illegible]

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[illegible]

[illegible]

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NAME	ADDRESS	SIGNATURE	COMMENT	DATE
W. BREEN	7 SARKSON	<i>W. Breen</i>		23-8-11
M. COMES	2 Bay St	<i>M. Comes</i>		23-08-11
R. PALMER	18 The Avenue	<i>R. Palmer</i>		23-8-11
A. SANDY	1 LYONS ST <sup>ROCLA</sup>	<i>A. Sandy</i>		23-8-11
G. PONTON	33 LAFAYETTE ST	<i>G. Ponton</i>		23-8-11
G. M'ALLAN	17 MASON ST TRG.	<i>G. M'Allan</i>		23/8/11
M. M'LORE	27 BUSHFIELD CRT	<i>M. M'Loire</i>		23/8/11
HUGH LIGHT	NORMAN RD MARGRAVE	<i>H. Light</i>		23-8-11
P. MCCARTHY	11 Barker G. Tgon	<i>P. McCarthy</i>		23-8-11
G. LAUN	5 OXLEY CRT	<i>G. Laun</i>		23-8-11
J. MONE	4 Swallow Ave	<i>J. Mone</i>		04/09/11
T. KENNEDY	2 Watson Ct	<i>T. Kennedy</i>		4/9/11
B. VAN HANDEL	29 Gordon St	<i>B. Van Handel</i>		4/9/11
W. M'BRACK	3 WOODMAN CLOSE Tgon	<i>W. M'Brack</i>		5/9/11
T. BAILEY	14 Hillcrest Court	<i>T. Bailey</i>		5/9/11
D. MORRIS	MURPHY CRES. TIGON WORK IN ROCLA RD	<i>D. Morris</i>		6/9/11
M. MILLSON	2306 ROCLA RD	<i>M. Millson</i>		6/9/11
B. RUTTER	TRARALGON	<i>B. Rutter</i>		6-9-11
d. Rutter	"	<i>d. Rutter</i>		6-9-11
T. KITE	TIGON	<i>T. Kite</i>		6-9-11
BRUCE KITE	TRARALGON	<i>B. Kite</i>		6-9-11
Pam Bartley	Traralgon *	<i>P. Bartley</i>		6-9-11
P. BARTLEY	"	<i>P. Bartley</i>		6-9-11
P. RUTTER	TIGON	<i>P. Rutter</i>		8-9-11
T. Rutter	"	<i>T. Rutter</i>		8-9-11
S. Rutter	"	<i>S. Rutter</i>		8-9-11

[illegible]

**From:** James Grubb

**Sent:** Tuesday, 16 August 2011 4:07:07 PM

**To:** Latrobe Central Email

**Subject:** re closure of Rocla Rd

Re closure of Rocla Rd

16 August 2011

Traralgon Vic 3844

The City of Latrobe

Re report that the Council is again considering the closure of Rocla Rd.

It is reported in the LV Express that the Latrobe Valley Council is again considering blocking off Rocla Rd.

This is most frustrating as there has been two previous inquiries, one by the then Traralgon Shire and later the Council. Both found that Rocla Rd should remain open. It is ridiculous that this issue should lead to a third inquiry. At both the previous inquiries the local residents were overwhelmingly in favour of retaining an open road and the CFA supported the retention of an open road as necessary fire fighting access.

For us it is also a safety issue at times of high traffic flow (an ever more common occurrence) it is safer for us, the local residents, to access Dranes Rd via Rocla Rd rather than the Glengarry-Maffra Rd. Probably the road should be sealed as access to the developing industrial area.

We expect to be in the UK for the next two months and are anxious to ensure our views and that of other local residents are heard on this issue. Please ensure that our views are considered.

Again we wish to voice our disappointment that this issue should be considered again and remain firmly of the view that Rocla Rd should **not** be closed.

Yours sincerely

James Grubb

Jenifer Jane Grubb

Hard copy forwarded

24<sup>nd</sup> August, 2011

Rhonda O'Dea ,

Traralgon East,  
Vic. 3844 .

Traralgon. Vic 3844

City of Latrobe  
CEO Paul Buckley

In the last publication of The Traralgon Journal it was reported that permanent barriers were to be placed on the unsealed section of Rocla Road ,Traralgon East to prevent through traffic.

I wish to bring to your attention that this issue has a long and arduous history dating back to 1993 with The Shire of Traralgon before amalgamation, and later in 2001 with Latrobe City. I have been involved in this reoccurring issue since 1992. Again we have to go through the petition process to demonstrate the overwhelming response of all those concerned with the possible closure of this essential access.

On both occasions a **single resident** initiated both of these enquiries and the result of both inquiries was unanimous in favour of Rocla Road to remain OPEN.

The CFA supported the retention of the road as necessary fire fighting access, and for us it is a safety issue because of the increasingly busy Glengarry-Maffra Road intersection with Dranes Road.

In the previous enquires Council formed the opinion that the unmade section of Rocla Road Traralgon East was required for public use and resolved **NOT** to place an obstruction or barrier to permanently block or restrict passage or access of vehicles. (9<sup>th</sup> March, 2001 Ref: R510944/00 )

I have copies of all the resolutions from both the inquiries.

I implore you **NOT** to permit the closure of Rocla Road as it provides a safer alternative access to the Dranes Road environs for residents and their extended families ,friends and service people.

COMMONSENSE MUST PREVAIL.

Yours Sincerely,

Rhonda O'Dea



LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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# et a shot at news



BY NIKITA VAZ

TWO teenage Glengarry sisters played boss for the day after working on a children's publication as joint editors during the school holidays.

Courtney and Kayla Gallert were selected among other prospective hopefuls to join the team at Burke's Backyard magazine for the August issue.

The sisters not only wrote stories for the publication, but also put on their thinking caps to give the publication a creative edge.

Despite having to overlook minor sibling bickering, the girls said they enjoyed working together as a team to produce "some really interesting stories".

"Sometimes it was hard, because we wouldn't necessarily agree on everything but then it got easier once we worked out a way to agree on things," Kayla said.

She said it was interesting mixing her creativity with her sister's more natural flair at writing.

"My sister always liked writing, I'm more on the creative side of things like photography and stuff," Kayla said.

Her 13 year-old younger sister Courtney said with Kayla's help, she was one step closer to fulfilling her dream of becoming a journalist.

"I've been writing at a young age and I've always enjoyed it, just making stories and writing them up," Courtney said.

She said the four stories published by her sister and herself not only made her parents "really proud" but also gave her a sense of pride seeing her name and face in the popular publication.

The sisters also received a \$500 gift voucher for the Gippsland Grammar School library.

"We might not use it for books, I might use it in technology like an iPad... it's great fun and you can play games with it as well," Courtney said.

Courtney and Kayla's editorial efforts is now out on stands with colourful insights into their world of martial arts, frog ponds, kitchen adventures and much more.

## o paint magic

FILE

a "a tiny old our Street". years later, w has a ent abode uines of d railway till attracts cross the

herapeutic, ful therapy a start paint-switch off Mrs Marshall

and the great help she received from members of the Traralgon and District Art Society only fuelled her passion for art and painting.

"It's an honour to be the president of a society that has such great helpers... and a society that is visited by both parliamentary politicians and members of the community."

She said age had "no barrier" on her art work and would continue to



## NEWS IN BRIEF

### Residents request footpath in Traralgon

A 60-signature petition requesting the provision of a footpath on Hickox Street, Traralgon is being considered by Latrobe City Council.

The petition was submitted to State Member for Morwell Russell Northe, who referred the matter to council.

The matter was tabled at a Latrobe City Council meeting recently, and a motion in favour of determining the level of community support for a 'special charge scheme' was passed unanimously.

A special charge scheme involves residents contributing to the fee of constructing the footpath, the cost of the project currently estimated at \$300,000.

### Development planning permit denied

A PLANNING permit for developing a second property on Cross's Road, Traralgon was denied at Latrobe City Council's meeting held recently.

Council denied the application as a development plan was not prepared or approved for the site, the proposal would result in disorderly development of the area and was inconsistent with the established character of the area.

The building was to include two storeys, three bedrooms and two bathrooms.



At the meeting councillor Sharon Gibson said council had a set planning scheme and was against "people jumping in and changing the plan".

### Permanent barriers in Traralgon East

LATROBE City Council is considering placing permanent barriers on an unsealed section of road in Traralgon East, to prevent through traffic between the Princes Highway and Dranes Road.

The permanent barriers will be placed on Rocla Road and public notices will be issued to residents and VicRoads regarding the proposal. Council will also consider submissions regarding the proposal at a future ordinary council meeting.

**HIRE A HUBBY**  
TRARALGON

PROPERTY MAINTENANCE

PO Box 233  
TRARALGON VIC 3944  
[www.traralgonshousehold.com.au](http://www.traralgonshousehold.com.au)

- General repairs
- Painting
- Gardening

**Ray Orr**

Traralgon VIC 3844

24 August 2011

Chief Executive Officer  
Latrobe City Council  
P O Box 264  
Morwell VIC 3840

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Dear Sir

Re Permanent Barriers, Rocla Road, Traralgon East.

This topic should not be discussed until after being noted in Council Noticeboard as published regularly in the Latrobe Valley Express news paper.

The topic appears to be a revival of an application to close the road or restrict traffic which was discussed after the opening of the Traralgon Regional Sale Yards. The outcome was for Rocla Road to have a load limit of 3 tonnes imposed. This disadvantaged farmers at the East end of Dranes Road by an increase of approx 1.6 kilometres travel plus the extra time taken.

At some stage a fence with gate was erected across Rocla Road at Dranes Road intersection and landscaped to give a private entrance appearance. This is still in place less the gate.

Confusion, due to this landscaping & fence, lead to a C.F.A. tanker travelling via Dranes Road to a grass fire that escaped from an Eastern Road property, detoured via the Princes Highway taking extra time to arrive at the incident.

Rather than closing this section the load limit should be rescinded, the fence and landscaping removed. Allocation of money for the reconstruction sought.

Rocla Road has been a thoroughfare from Princes Highway to Dranes Road for a long time and should continue to be treated as such.

Lastly, yes I do use the road on occasions.

Yours truly,



Lloyd A Edwards

**From:** Nelly

**Sent:** Friday, 26 August 2011 10:54:38 PM

**To:** Henry Morrison; Latrobe Central Email

**Subject:** Proposed permanent obstruction or barrier - Unsealed section Rocla Road Traralgon East. My OBJECTION.-2

Coordinator property & Statutory Service

Henry Morrison

Please forward my objection letter onto Latrobe City Council, Chief Executive Officer

Thank you

Ellen Ellis

---

## **Proposed Permanent Obstruction or Barrier - Unsealed Section of Rocla Road Traralgon East**

(Latrobe City Council pursuant to Section 207 and Schedule 11 Clause 9 of the Local Government Act 1989 gives notice of its intention to consider a proposal to place two permanent obstructions or barriers (gates) on the unsealed section of Rocla Road, Traralgon East to prevent through traffic using the unsealed section the road.)

To

Chief Executive Officer

Latrobe City Council

PO Box 264

Morwell 3840

Dear Sir

**I wish to objected to the proposal of placing a Permanent Obstruction/Barrier to the unsealed section of Rocla Road Traralgon East. I wish to not support this submission.**

**Please keep our road open.**

What I understand this road is a public road and that it should remain as such, especially for local residents as myself and my family.

In the recent road works on our main Highway 'Princess Hwy', Rocla Road was utilised and proven to be a very valuable route for necessary traffic detours.

Our property has road access from Riverview Drive, and when we require to access any local business in Rocla Road we naturally take the route from Riverview Drive along Dranes Road then into Rocla Road. I am sure we are not the only ones (Local Residents) which use this road regularly, which I guess many of our other local neighbours/residents also preferring to take this route when wishing to access an Rocla Road business.

The availability of having Rocla road gives many residents an alternative exit in time of fire or flood. Recently the Heyfield/Maffra road was closed temporally by flood waters between Dranes and Burnets road, in this occasion we were able to return to our property safely and tend to our livestock by using the Rocla road route.

I feel before considering placing permanent obstruction or barrier, all other alternatives should be first explored.

What are the concerns of this public road remaining open for the local residents to use? Is it the dust or mud, perhaps this road could be sealed? Recently Burnets road was sealed when after living on Burnets road for 20 years we never considered it necessary.

Thank you for your consideration.

Yours sincerely

Ellen Ellis & family

Traralgon 3844

29<sup>th</sup> August 2011

Chief Executive Officer  
Latrobe City Council  
PO Box 264  
Morwell 3840

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Robert Kovacs  
Traralgon East 3844

**Proposed permanent obstructions/barriers – unmade section of Rocla Road, Traralgon East.**

Dear Sir/Madame,

I have been a resident of Dranes Road, Traralgon East for the past 10 years. I am in support of permanently closing the unsealed section of Rocla Road to vehicle traffic. The road is poorly maintained, relatively neglected by the Council and the intersection with Dranes Road is dangerous.

In its current form Rocla Road attracts:

- People who are cutting off the intersection of Maffra-Traralgon Road with Argyle Street, intending to head east on the Princes Highway;
- People accessing the industrial estate / retail precinct between Rocla Road and Eastern Drive;
- Medium sized trucks accessing the industrial estate;
- Hoon drivers who like to speed and fish-tail their vehicles on the unsealed surface.

The current usage of Rocla Road impacts on the residence of the Dranes Road estate by:


- Creating dangerous conditions at the Rocla Road / Dranes Road intersection with vehicles not stopping or looking for traffic travelling through on Dranes Road and swinging out into the path of traffic, due to the poor design of the intersection;
  - Increased traffic between Rocla Road and the Traralgon-Maffra Road, which increases the danger to school children who have to walk on the roadway to access the bus-stop at the western end of Dranes Road. There are no speed restrictions on Dranes Road and there are no warning signs on Dranes Road to alert drivers to pedestrian traffic or that they are in a residential area.
  - Excessive dust blowing across properties east of Rocla Road from the prevailing westerly winds.
  - Excessive noise from hoon drivers and speeding drivers that blatantly ignore speed restrictions along this section of roadway.
- 
- With the impending opening of the new industrial estate on the site of the old livestock sales yards, the above mentioned problems are bound to increase greatly.

**I support the proposal to permanently block the unsealed section of Rocla Road to vehicle traffic.**

The benefits of blocking the unsealed section of Rocla Road as I see it are:

- Distinct separation between industrial and residential zones;
- Increased safety to pedestrians, horse riders and drivers using Dranes Road;
- Reduced dust blowing from Rocla Road onto neighbouring properties;
- Elimination of speeding and hoon drivers from the unsealed section of the road and all the issues they bring with them;
- Increased savings to the Latrobe City Council by not having to maintain the surface of the roadway, not having to upgrade the intersection with Dranes Road and other capital expenses that would be required with the increase in traffic.

Please accept this submission for consideration.

  
Robert Kovacs

Sale Yards Property Group Pty Ltd  
69 Head Street  
TRARALGON VIC 3844

26<sup>th</sup> August, 2011

Chief Executive Officer  
Latrobe City Council  
PO Box 264  
**MORWELL VIC 3840**

Dear Sir,

RE: PROPOSED PERMANENT OBSTRUCTIONS / BARRIERS – UNMADE SECTION OF  
ROCLA ROAD, TRARALGON EAST

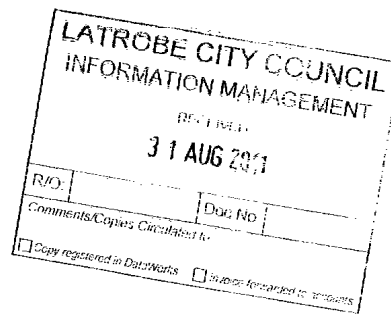
We refer to your letter dated 24<sup>th</sup> August, 2011 and provide the following comments.

In principal we are in agreement with Council erecting two gates on Rocla Road as shown on the plan provided. However should there be any road closures and Dranes Road is the only access point we would require access to Dranes Road.

Yours faithfully,



Belinda Hammett  
Sale Yards Property Group Pty Ltd



To the Chief Executive Officer, Latrobe City Council.

I am writing in response to the "Proposed Permanent Obstructions/Barrier – Unmade Section of Rocla Road, Traralgon East".

I am new to this area of Traralgon, having moved to 6 Dranes road about 12 months ago. I have come to enjoy city fringe living since our change of address, with the semi-rural benefits that come with living in these locations. I also understand that this comes at a cost – premium property values are one such cost we have recently had to come to terms with after handing over \$ k – a price tag we have just recently been reminded of upon receiving our rates notice in the mail.

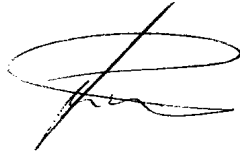
\$ is quite a load to have to support but this is offset by the fact that we are paying our Council these rates for the benefit of Street lighting, Maintenance on infrastructure, Asset improvement and a list of things that you as the Chief Executive Officer would know better than I.

I am confident that Roads, Access and Maintenance of these roads would be a focus of the Members of "Latrobe City Council". I am also lead to believe (by neighbours and others in the area) that the impetus for the proposed closure has come from "one" property owner.

In my job I am not unaccustomed to dealing with issues that on the surface appear to be one thing but in reality turn out to be something entirely different and it would be a great pity to make significant changes affecting "the many" for the benefit of "the few". This road already exists and is utilised by everyone that lives in the area and commutes daily. My proposal to the Latrobe City Council is not to obstruct it, but to upgrade this road or at the very least, have it sealed so that we and others in the vicinity are not continually rotating our laundry through the washing machine every time someone churns up the dust.

Sincerely,

Steve Kanara



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13 September 2011

Chief Executive Officer  
Latrobe City Council  
PO Box 264  
MORWELL 3840

Re: Your ref: HJM:MB  
Proposed Rocla Road closure

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B & P Andjelkovic  
~  
TRARALGON 3844

Dear Sir / Madam

We wish to indicate our support for the proposal to close the unmade section of Rocla Road Traralgon East, as indicated on the map accompanied by the letter from Council, to us.

Good governance and sound town planning would dictate that residential areas, whether rural or urban, not be used for access to or from industrial areas. Considering that the industrial area is to grow to about double its current size, indications are, that if not remedied, Rocla Road would carry at least double, if not more, the amount of traffic using it now as a short cut; this situation would be untenable and now is the time to take action. The industrial area should be accessed only from the Princes Highway and not through residential areas. Further, if the road was upgraded to a sealed road, where would the line then be drawn for the size of the traffic? In the end there would be trucks, (several still do as Council records would show) semi-trailers and even B-Doubles using the road through the residential area, and which may within a few years, become denser than it is now. As it is proposed that Traralgon be bypassed in the near future, traffic on the Princes Highway in front of the industrial estate would be lightened and be a good and proper entry and exit for the industrial traffic.

The advantage to users of the unmade section of Rocla Road using the road as a short cut to and from the Princes Highway from the Glengarry Road are minimal as the upgraded Glengarry Road/Princes Highway intersection causes only minor, if any, delays when travelling towards Glengarry from the East, controlled by traffic lights, and none from the West. There is no delay when travelling from Glengarry to the East and little delay, controlled by traffic lights, when travelling towards Traralgon.

We have been made aware of claims being made by some businesses in the industrial estate that they will lose custom if the road is closed. This sort of claim is pure scare mongering and palpable nonsense. The distance from the corner of Dranes Road and the Glengarry Road to the roundabout at the Princes Highway and Rocla Road intersection is exactly the same. Therefore there is no disadvantage to any business anywhere in the industrial estate and claims to the contrary are false. In fact, if a driver obeys the speed limits, it is actually quicker to go via the main road as there is only one corner to negotiate and an 80KPH speed limit whereas via Dranes Road/Rocla Road, there are 2 corners and a long section of 40KPH



and the rest 60KPH. Ratepayers from the Dranes Road area requiring access to the industrial area may still use Stammers Road or the Glengarry Road, and needing the road for access for occasional shopping is not a genuine need.

We are also aware of a petition to be put to Council to keep the road open. It is rather doubtful that the signatories have had the situation explained to them and the reasons for the proposal. The signatories may not have had balanced or full information. Therefore the petition, if put, should be completely disregarded.

History: The section of Rocla Road from Dranes Road to 200 metres south was made with plain builders sand laid for access to Lot 2 (rear of our property on same side) at the time of sale of the property. The rest of the road was only constructed by placing rail ballast over the ungraded ground after the 1983 fires. The excuse was to make the area accessible for fire trucks. The then Shire Council officers said the road would only be used as fire access and not for through traffic. A sign was then erected and gates and fences placed. Vandalism removed the gates and the council never replaced them as the council was then abolished soon after. The road was later sheeted with stone by a road contractor to service trucks. Council has since layered the road with both crushed rock, (which causes a lot of dust) and sand, which simply washes off when it rains, and pot holes emerge. The road was never made with proper foundation and so would require re-building completely. This would be an enormous cost to council without any gain what so ever.

Sealing Rocla Road is an option, but only with traffic speed and weight management in place. Sealing the road in front of the occupied properties would only increase the amount of traffic, causing more erosion in the unmade section and causing Council to spend even more money for the sake of rat run traffic. This would also be against the proper policy of traffic, both to and from industrial areas, and those short cutting to the Princes Highway from the Glengarry Road and vice versa.

On 30/8/2011 between 6.00AM and 7.30AM, 8 cars used the road, 2 local cars from the Eastern end of Dranes Road and the rest came from the Glengarry Road. Tonight between 4.00PM and 5.30PM, only 2 cars were seen going to local addresses; the rest went to the Glengarry Road. At about 6.00PM a car, from a local trader in the Eastern end of the industrial estate, came from the Glengarry Road and came around the corner into Rocla Road so fast the driver struck the embankment after sliding for about 2-3 metres. The ratio of locals and non-locals using the road is at best 5 – 1 and often worse in our observations.

The speeders are not only users from neighbouring towns, but some local traffic is also responsible. The ratio of speeding cars, some doing near double the speed limit, is about 1 car obeying the speed limit to 8-9 not obeying the speed limit and is not only morning and evening but during the day as well as night, both weekdays and weekends. The speeding also creates a dangerous traffic situation as well. There have been several near misses at the

Rocla Road and Dranes Road intersection. Dranes Road also has several school children walking along the road at the times of the heavier traffic. The police have indicated that they do not have the resources to monitor the traffic at all times.

Our other reason for supporting Council's proposal for the closure of the road is that the dust descending on our property which is caused by the traffic on the unmade section of Rocla Road is quite unsatisfactory and is causing a great nuisance. The dust problem is made much worse by the speed of the traffic on the road.

During warmer days we simply cannot have any doors or windows open due to the dust from the road. We are therefore denied the use of our home and land in a fair and equitable manner in comparison with other ratepayers. Our house and sheds must be kept closed and our cars must be kept closed up whether in the sheds or not. Outside eating and/or cooking is not possible at all due to the dust. The conditions are horrendous when the prevailing easterly (from North through to South) winds blow during summer. Then when the wind swings to the West, the dust from the paddocks blows back. We are given respite only when the weather is wet. Our other neighbour in Rocla Road has the opposite.

Not only are we prevented from enjoying the warm weather and opening our house for cooling and ventilation but the direct costs to us for dust removal are significant. We are compelled to wash the windows of our cars almost every day, our house needs to be washed at least once a week and the solar panels almost every day. The inside of the house is constantly bombarded with dust on dry and windy days when the wind is towards us. As we are aged pensioners now, it is becoming a difficult job.

We must pay for extra water and cleaning products, but use of water when restrictions apply, makes the problem perplexing. The monetary loss to our solar panels is also a serious problem as the panels can produce half or even less of their capacity when covered in dust and so makes the monetary loss to us significant and overshadows the perceived savings of the road users.

Proponents for keeping the road open do not live where we do and are not privy to the problems, if they even care. Not one person has ever discussed the matter with us to understand our position.

Suggestions: We would suggest that only the Northern barrier be installed as there are a couple of neighbours that have in the past indicated that they need the road for property access.

For example, we understand the property to the east of the road near the Southern end of the unmade section is being leased or rented for horses and the gate there is needed for access. Perhaps moving the barrier to the North of their gate would solve the problem.


The rural zoned property south of ours (Lot 2) on the same side as ours has a gate at the boundary at the rear of our property. It also has access, and is being used, from Eastern

Road and we have not seen the gate in Rocla Road being used for many years and so may not need access to Rocla Road.

The neighbour at the northern end of Rocla Road, on the East side of the road, near the proposed Northern barrier may be able to add a gateway to the Southern side of the Northern barrier giving them access to either way. This would nullify their objection.

The unused section of the road may be offered for use to the neighbouring property owners to use for grazing to keep clean of grass and other vegetation. Should those owners not have such requirements, other property owners along the road may be offered the same conditions. However that is only a suggestion. The adjoining property owners along the road have shown over time that they keep the road verges clean and would continue to do so. Costs to council for grading would be negligible for many years.

We therefore commend to Council to go ahead with the proposal to close the road as soon as possible.

.....

20 September 2011-09-21

Dear Sir/Madam

**PROPOSED PERMANENT OBSTRUCTIONS / BARRIERS – UNMADE SECTION OF  
ROCLA ROAD TRARALGON EAST**

I strongly oppose any proposal to block access on this road. Currently Rocla Road provides our family valuable vehicular, bicycle and pedestrian access and rather than close it off I would suggest sealing the remaining section.

Any proposal to close off access would be very short sighted and done to appease a vocal minority given that the area is continuing to grow and will become more valuable in future years.

Yours Faithfully



L.E & C.M Haylock

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GLENDA STEPHENSON

TRARALGON 3844

Chief Executive officer  
Latrobe City Council  
P.O. Box 264  
Morwell 3840  
Fax 51285672

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Proposed permanent obstructions/Barriers –unmade road section of Rock Road Traralgon East.

My name is Glenda Stephenson I own a property on Dranes road Traralgon.

I strongly oppose the closure of Rock Road as I often use this road for convenience.

I do not believe in blocking roads to accommodate a resident because he doesn't like the passing traffic.

I would also like to speak at the submission meeting.

Yours truly

*G. Stephenson*

22<sup>nd</sup> September 2011

Chief Executive Officer  
Latrobe City Council  
P.O. Box 264  
Traralgon 3844

Robert & Graeme Matthews

LATROBE CITY COUNCIL  
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Traralgon 3844  
Ph 0551749955

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RE: PROPOSED PERMANENT OBSTRUCTIONS/BARRIERS-UNMADE SECTION OF ROCLA ROAD  
TRARALGON EAST.

We would like to strongly oppose the Permanent obstructions/Barriers being put in place on Rocla road.

We live in Burnets road and own 2 properties in Riverview Road as well as a property in Rocla road, we use this section of road quite frequently to access our properties (it is both convenient and we also feel there is a safety aspect to this access road being situated where it is) if so happens there is a accident on the corner of Dranes road or a fire in this area all the residence need to have a clear access to evacuate in an emergency in which this road would be used.

We are happy to comment further at the submission meeting.

Thanking you

  
Robert Matthews

  
Graeme Matthews



# JELFOR TREATED TIMBERS

PTY.LTD

Registered Office:

38-52 EASTERN ROAD, TRARALGON

A.C.N. 006 400 353

Telephone: (03) 5174 5175  
Fax: (03) 5174 2832

P.O. Box 1183  
Traralgon 3844

The Chief Executive Officer  
Latrobe City Council  
P O Box 264  
Morwell 3840

22<sup>nd</sup> September 2011

Your Reference HJM:MB

**Re: PROPOSED PERMANENT OBSTRUCTIONS / BARRIERS – UNMADE  
SECTION OF ROCLA ROAD, TRARALGON EAST**

Dear Sir,

I would like to express my objection to the proposed permanent obstructions / barriers on the Northern gravelled section of Rocla Road.

I consider that this would be a real backward step on behalf of the Latrobe City to be closing off a road at a time when the municipality is expanding.

I also question the term "unmade road". Whilst the road lacks good form and also lacks regular maintenance, the road is gravelled, is usable all year round and is used everyday by many locals.

As a landowner on this road for 26 years I have seen traffic increase significantly in recent times, which obviously indicates the need to keep this road open.

The real issue is that the road needs to be properly constructed and sealed to help minimise the dust and noise that affects nearby residents, as well as improve road safety.

Yours faithfully

Max Jelleff

Director

Jelfor Treated Timbers

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**From:** Farley, Dave  
**Sent:** Thursday, 15 September 2011 12:04:45 PM  
**To:** Latrobe Central Email  
**Subject:** ATT Henry Morrison

Henry Morrison,  
Latrobe City Council,  
PO Box 264, Morwell 3840

Dear Henry

I wish to object to the proposed road closure of the gravel section of Rocla road between Princes Highway and Dranes Road.

The reason for my objection are listed below

- I use this road for access between my residence and the businesses in the industrial estate and my residence and access to Prince's highway east.
- The closure of this road will divert more traffic to use Stammers road to the east of Rocla road to access the Princes Highway. Stammers road is not of the same standard as Rocla road it is not as wide or as maintained, it is not designed to carry its usual traffic plus the additional cars from the closure of Rocla road.
- The sealing of this road will promote industry and or housing to be developed within the area between prince's highway and Dranes rd. As we are all aware Latrobe city is running out of new areas for construction, the closure of this road will inhibit growth within this corridor.

The argument from the residences of the dust is valid, but they purchased properties there knowing of the problems associated with living close to a gravel road.

I would like the council to Explore other options to try and abate the problems associated with traffic using the gravel section of Rocla Road as a through road between the Princes Highway and Dranes Road.

Options such as different gravel types or ultimately the sealing of the North end of Rocla road to stop these dust problems

Yours sincerely  
Dave Farley

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# BP Traralgon East



Mr Henry Morrison  
Coordinator Property & Statutory Service  
Latrobe City

Dear Mr Morrison

We write to you regarding the proposed permanent obstructions/barriers Latrobe City are considering installing on the unsealed section of Rocla Road, Traralgon East.

We strongly oppose the closure of this road as it will have a detrimental effect on our business, locals use that section of road to access our business, as well as many other businesses located in the vicinity. Whilst I appreciate this is a residential area, there are limitations currently in place (3 ton weight limit and 40 speed limit). The purpose of the gates is to prevent "unauthorised traffic" using this section of road, it will also prevent "authorised" traffic from using the road.

Please acknowledge receipt of this letter and confirm that our objection has been noted.

Yours sincerely

Brendan & Jackie Garrett  
High Voltage Consultancy Pty Ltd  
T/A BP Traralgon East

227-233 Princes Hwy : PO Box 400 : Traralgon Vic 3844  
Tel 03 5174 8282 Fax 03 5174 8948 : e mail [bptraralgoneast@wideband.net.au](mailto:bptraralgoneast@wideband.net.au)

John Bakker

Traralgon East  
Victoria 3844

Date 31/8/2011

Chief Executive Officer  
Latrobe City Council  
PO Box 264  
Morwell  
Victoria 3840

**Rocla Road Traralgon**

I am in receipt of your letter dated the 24/8/2011 indicating the possible installation of barriers at either end of the unmade portion of Rocla Road.

My family and I have been residents of Dranes Road for over 12 years and feel I must object strongly to any proposal that restricts access or use of the current road.

- I have school aged children who access the commercial sector i.e. Rocla Road and Eastern Road where I have businesses situated. This access enables them to travel safely to and from my work and to access the local BP Service Station and convenience store easily.
- Rocla Road also provides a safer route to work for myself, as a long term resident of Dranes Road I have seen many accidents at the corner of Glengarry/Maffra Road and Dranes Road and as I am sure you are aware there has been a fatality on this intersection. Improvements would need to be made on this intersection to incorporate a turning lane if Rocla Road was to be partially closed.
- By providing gates that restrict access the residents either side of the Road are gaining a potential usable verge that over time could provide them with an opportunity to acquire the land parcel either through negotiation with council or a land grab if usage and or maintenance of the land can be proven over time. This would disadvantage other residents both in financial terms and by way of convenience.

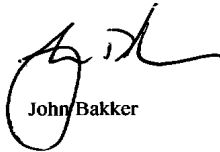
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- There has already been an attempt albeit by stealth to try and show ownership of the verge and road by the erection of fences either side of the entry into Dranes Road, this in my belief has made the entry unsafe and these fences should be removed as a matter of urgency.

I have been a long term rate payer and I assume a portion of my rate's have been put to the maintenance of Rocla Road a process I am happy to see continue.

I am happy to attend the relevant council meeting and expand on the above.

Yours Sincerely

A handwritten signature in black ink, appearing to be 'John Bakker', written over a circular stamp or seal.

John Bakker

**Proposed Permanent Barrier – Rocla Rd. Traralgon.**

Mr Henry Morrison,

As a concerned resident not far from this proposed road closure I am happy to write to air my objection to this proposal.

This is the second time that I have put pen to paper on this matter in 15 years and hope that this will be the last time that Council needs to revisit this issue as the reasons why it never eventuated last time are more tangible now than the call for barriers last time.

Rocla Road dates back many decades and the need for this open thru road was justified back then so with the huge development of Traralgon over the last 20 years particularly the Eastern Industrial Estates only reinforce the decision made by our Shire back when Rocla Rd was established.

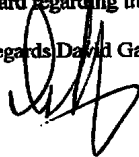
As with every matter that the City has to consider "the future" is an important element and having seen the investment and development along Rocla road in the last ten years the need for this road to remain open to through traffic is growing every day to meet the demands of our growing community.

I therefore object to any type of interruption to through traffic on any part of Rocla Road Traralgon.

I appreciate that the concerns of one individual are being explored by the City but like last time the I hope the weight of numbers and common sense will see this road remain an intricate part of the area.

On behalf of the 7 residents of Glenloch Crt thankyou for this opportunity to be heard regarding this matter

Regards David Garrett



**From:** Alan

**Sent:** Friday, 26 August 2011 9:42:36 AM

**To:** Henry Morrison

**Subject:** Rocla Road Part Closure

Hi Henry,

Thanks for the advice about the possible part closure of Rocla Road. I have no problems with this and it will stop the unauthorised traffic which should not be there.

Thank you for advising me.

Take care and kind regards,

Alan

***Alan Wilson***

**From:** Geoff MILLS  
**Sent:** Wednesday, 17 August 2011 6:52:24 PM  
**To:** Latrobe Central Email  
**Subject:** proposed closure of Rocla Rd

City of Latrobe

To whom it may concern,

I am writing in regard to the proposed closure of Rocla Rd to through traffic. This is being revised now for the third time after previously it was apposed by the residents and council. This proposal was to the best of my knowledge also previously apposed by the CFA who deemed it important fire access. With this view in mind both myself along with other residents within close vicinity had been assured the road would be made a permanent carriageway and improvements would be done to bring it up to an all weather standard.

As much as my wife and I both hold a strong negative opinion towards the proposed closure of the road, I would also hope that if any changes to the road are made the result would be one of improvement, both in safety and appearance.

I would like to further add that it was disappointing to discover the recent proposal in the media instead of being kept informed directly by the council as being residents of the area we are the most affected by the end result.

We look forward to hopefully being kept informed of any progress and developments.

Yours faithfully

G & A Mills  
Traralgon Vic 3844

**From:** Veronika Rosato  
**Sent:** Tuesday, 27 September 2011 4:30 PM  
**To:** Henry Morrison  
**Cc:** Veronika  
**Subject:** proposed closure of Rocla Rd.

27/9/2011

Coal Valley Seeds  
PO Box 1508  
17-21 Eastern Rd.  
Traralgon  
0408103265  
veronika2@bigpond.com

Dear Mr Morrison,

Further to our discussion last week regarding the proposed closure of Rocla Rd. Traralgon, I would like, on behalf of our business to convey our feelings about this proposal.

We are potato seed & beef producers (Coal Valley Seeds) and grow the seed at a variety of locations in the area including Loy Yang, Kilmany & Winnindoo. Our shed which is located in Eastern Rd. houses a cool store, storage & packing plant and implements when not in use on the farms.

On various occasions especially before the construction of traffic lights on Eastern Rd. we used the northern unsealed section of Rocla Rd. to transport our harvester attached to a tractor to gain access onto the Glengarry Rd. then to the above mentioned properties. This would occur at the beginning and end of harvest season. It was deemed far too dangerous to cross the highway with the tractor & implement and then immediately cross it again into the Glengarry Rd. We always use the back roads when transporting any agricultural machinery attached to a tractor to those outer farms and at times use the road while driving the car or ute. We never use that section of Rocla Rd with any other heavy machinery, trucks or semi-trailers.

Even with the installation of the lights at Eastern Rd. it remains difficult to negotiate the trip over the highway with the harvester & tractor.

I approached Vic roads early last year to enquire about a permit to allow our harvester access and they directed me to council. I made enquires to a council representative (person unknown) who directed me to Vic roads. Subsequently I didn't pursue the matter.

In order to resolve this issue in the best interests of local ratepayers, Council should **not** consider a closure. It is a very strategic & important road not only for ourselves but for others in the area and we collectively should not be disadvantaged because a resident who happens to live near this public road protests and wants a closure to suit himself.

We would prefer to see this section of road widened & sealed for safety & to eliminate dust for the nearby residents, and if council perceives that speed is a risk then install speed humps to discourage speeding. Traralgon & Latrobe City should be moving forward with improvements and not backwards as a closure would surely ensue.

Looking forward to a good result for all concerned.

Regards

Veronika Rosato

Eastern Victoria Headquarters  
PO Box 158 Traralgon Victoria 3844

Telephone (03) 5172 2666  
Fax (03) 5176 1016

[vicroads.vic.gov.au](http://vicroads.vic.gov.au)

Henry Morrison  
Coordinator Property & Statutory Services  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

Contact: Chris Padovan  
Telephone: 03 5172 2641  
Our Ref: 1176241  
File No: TM 010 LAT 001

2 February 2012

Dear Mr Morrison

I refer to your emails dated 28 November 2011 and 16 December 2011 and VicRoads' email dated 15 December 2011 regarding Latrobe City Council's proposal to close a section of Rocla Road, Traralgon. I apologise for the delay in responding to your letter.

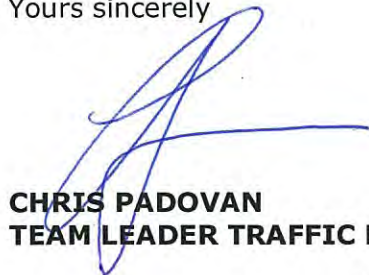
Please find attached VicRoads' assessment relating to this matter. In summary, VicRoads offers no objection to the road closure.

However, based on the issues highlighted resulting in the proposal to close Rocla Road, Council could also consider other traffic management calming devices such as speed humps and the sealing of the remaining section of gravel road.

Thank you for providing VicRoads with the opportunity to comment on this matter.

Please do not hesitate to contact me on 5172 2641 should you wish to discuss this matter further.

Yours sincerely



**CHRIS PADOVAN**  
**TEAM LEADER TRAFFIC MANAGEMENT AND ROAD SAFETY**



## **VICROADS REPORT TO CLOSE A SECTION OF ROCLA ROAD, TRARALGON**

### **PROPOSAL:**

This report concerns a proposal to close Rocla Road as depicted on a plan provided in an email dated 28 November 2011 by the Latrobe City Council. The closure points are approximately located to the northern extremities of Rocla Road (ie: approximately located between Dranes Road and north of Southern Road. The purpose of the closure is to discontinue through traffic using an unsealed section of Rocla Road due to *'ongoing complaints relating to local amenity and health concerns due to vehicles using the gravel section of road'*. In addition, *'there are frequent problems associated with dust, speeding vehicles and heavy vehicles'*.

### **EXISTING CONDITIONS AND TRAFFIC PATTERNS:**

Rocla Road runs north south between Princes Highway and Dranes Road. The abutting land use is generally industrial to the southern section of the road and undeveloped to the north. Vehicle movements are generally by local nature only accessing the industrial development. The majority of traffic requiring access the industrial sites on Rocla Road currently uses the roundabout at Princes Highway (recently constructed as part of the Traralgon to Sale improvement works).

### **EFFECT OF THE CLOSURE:**

There should be minimal effect on the traffic movements within the surrounding area of the proposed road closure on Rocla Road. The existing road infrastructure allows traffic to use Traralgon Maffra Road (arterial road) and Princes Highway (arterial road) to navigate around the road closure and access Dranes Road. In addition, Stammers Road (local road) can also be used to access Dranes Road. The recent improvement works along Princes Highway also allows safe vehicular movements in and out of the Rocla Road intersection (including the surrounding intersections of Traralgon Maffra Road and Stammers Road). The Latrobe City Council have nominated gates at two locations to prevent vehicles from travelling along the northern (unsealed) section of Rocla Road.

**ACTION:** It is suggested that Council (as the coordinating and responsible road authority) include appropriate advanced warning signs and consider street lighting to advise motorists of the road closure and infrastructure installed on Rocla Road (ie: gates etc).

### **IMPACT ON PUBLIC TRANSPORT AND TRUCK MOVEMENTS:**

Discussions with VicRoads Traffic Safety Services (TSS) and the Department of Transport (Eastern) have confirmed that there is no public transport or designated B-Double routes along Rocla Road. However all types of vehicles, including B-Doubles can access Rocla Road from the south via the recently constructed roundabout.

### **CONCLUSION:**

VicRoads has no objections to the closure of Rocla Road as proposed by the Latrobe City Council.

Prepared by:



**CHRIS PADOVAN**  
**TEAM LEADER – TRAFFIC MANAGEMENT AND ROAD SAFETY**

Endorsed by:



**KENN BEER**  
**MANAGER – PROGRAM DEVELOPMENT**

**ATTACHMENT 3****EXTRACT OF TRARALGON URBAN GROWTH STRUCTURE PLAN**

**7.3 TIMBER TRAFFIC ROUTES AT YINNAR SOUTH**

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

**1. PURPOSE**

The purpose of this report is to inform Council of the road improvement works that have been completed at Jumbuk Road, Middle Creek Road and Upper Middle Creek Road at Yinnar South in order to enable timber harvesting operations to be undertaken in the Middle Creek catchment.

**2. DECLARATION OF INTERESTS**

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

**3. STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives – Sustainability 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 2011 - 2015*

*Strategic Direction – Built Environment*

*Ensure that Latrobe City Council's infrastructure is managed through a long term strategic approach to asset management.*

*Policy*

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



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

#### 4. **BACKGROUND**

The issue of timber traffic routes at Yinnar South has been considered by Council on several occasions since 7 May 2007.

At its Ordinary Meeting held 6 April 2010, Council resolved:

1. *That Council permits 2-way timber traffic on the Jumbuk Road/Junction Road route when the accepted road works identified in the Road Safety Audit are completed subject to the restriction that there is one truck only travelling along Jumbuk Road from Bolgers Road to Junction Road at any one time.*
2. *That Council continues to impose the interim 23 tonne gross load limit and associated risk control measures on Jumbuk Road from Junction Road to Healys Road, as adopted at the Ordinary Council Meeting held on 1 October 2007, until such time as the accepted road works identified in the Road Safety Audit are completed.*
3. *That when the accepted road works identified in the Road Safety Audit are completed on Jumbuk Road from Junction Road to Healys Road and the interim 23 tonne gross load limit is removed, that Council impose an eight tonne gross load limit from 9.00 pm to 6.30 am on Jumbuk Road from Junction Road to Healys Road until the logging operations are completed.*
4. *That HVP Plantations implement the following risk control measures on the Junction Road/Jumbuk Road route prior to the commencement of timber harvesting:*
  - (a) *A voluntary 40 kph and 60 kph speed restriction is required to be imposed on trucks travelling along Jumbuk Road and Junction Road from Trews Road to Jumbuk Road respectively.*
  - (b) *Curfews and voluntary speed restrictions are required to be monitored and enforced by installing GPS instrumentation in trucks. The records from these GPS devices be made available to Council on request.*
  - (c) *Advisory signs are required to be erected on Jumbuk Road and Junction Road to advise motorists when timber cartage is in progress.*

- (d) Trucks are required to communicate their location to other drivers via 2-way radio on UHF channel 28.
  - (e) Trucks are not permitted to travel along Jumbuk Road and Junction Road when the school bus is using the road. Restricted times to be included in the coupe plans after negotiation with the affected bus companies.
  - (f) Emergency services as specified by Council Officers are required to be notified in writing about the timber harvesting operation prior to the commencement of cartage operations. The coupe plans are required to include protocols which require emergency services to notify HVP Plantations of their intention to use the roads and for HVP Plantations to arrange for cartage operations to cease when it is known that emergency vehicles are using the roads.
  - (g) The operators of delivery vehicles such as mail, gas, water etc as specified by Council Officers are required to be notified in writing about the timber harvesting operation prior to commencement of cartage. These operators will be advised to instruct their drivers to use 2-way radios.
  - (h) Restrict truck traffic so that there is one truck only travelling along Jumbuk Road from Bolgers Road to Junction Road at any one time.
  - (i) Timber cartage must not be undertaken during foggy conditions or when there is snow on the ground.
  - (j) Timber cartage must not be undertaken on weekends or public holidays.
5. That Council permits 2-way timber traffic on the Upper Middle Creek Road/Middle Creek Road/Jumbuk Road route when the accepted road works identified as "Immediate" in the Road Safety Audit are completed subject to the restriction that there is one truck only travelling along Upper Middle Creek Road south of the bitumen at any one time.
6. That HVP Plantations implement the following risk control measures on the Upper Middle Creek Road/Middle Creek Road/Jumbuk Road route prior to the commencement of timber harvesting:
- (a) A voluntary 40 kph speed restriction is required to be imposed on trucks travelling along Upper Middle Creek Road south of the end of the bitumen.
  - (b) Voluntary speed restrictions are required to be monitored and enforced by installing GPS instrumentation in trucks.

- (c) *Advisory signs are required to be erected on Upper Middle Creek Road, Middle Creek Road and Jumbuk Road to advise motorists when timber cartage is in progress.*
  - (d) *Trucks are not permitted to travel along Upper Middle Creek Road/Middle Creek Road/Jumbuk Road route when the school bus is using the road.*
  - (e) *Timber cartage must not be undertaken during foggy conditions.*
  - (f) *Restrict truck traffic so that there is one truck only travelling along Upper Middle Creek Road south of the bitumen at any one time.*
7. *That the rehabilitation of Middle Creek Road from south of Jumbuk Road to south of the Yinnar South Tennis Courts for an amount of \$1,700,000 is included in the road rehabilitation program for the 2010/2011 and 2011/2012 financial years.*
  8. *That the accepted "Immediate" road works identified in the Road Safety Audit at the Jumbuk Road/Middle Creek Road/Upper Middle Creek Road route for an amount of \$120,000 are referred to the 2010/2011 Capital Works Program for consideration.*
  9. *That a Jumbuk and Yinnar South Timber Traffic Reference Group is established to monitor the progress of road works and timber traffic on the Jumbuk Road/Junction Road and Upper Middle Creek Road/Middle Creek Road/Jumbuk Road routes. Membership of the Reference Group will include the Gunyah Ward Councillor, other nominated Councillors and two members each from the Jumbuk Road/Junction Road Safety Action Group, the Yinnar South Citizens Association and HVP Plantations. The Reference Group will meet at least twice per year until timber harvesting operations are completed or as required.*
  10. *That the Latrobe City Council Sealed Road Maintenance Team will undertake weekly inspections of the Jumbuk Road/Junction Road and Middle Creek/Jumbuk Road routes while timber cartage operations are in progress.*
  11. *That Council advises HVP Plantations of the intention to renegotiate the current operational arrangements in relation to timber traffic using roads in the Jumbuk and Yinnar South area when the forthcoming harvesting operations are completed.*
  12. *That a further report be presented to Council detailing the proposed recommended works to be undertaken on Middle Creek and Upper Middle Creek Roads.*

This report responds to clause 12 of the above Council resolution.

## 5. ISSUES

### (a) Road Safety Audit Report

During July 2008, Council employed a traffic engineering consultant to undertake a road safety audit at Jumbuk Road from Monash Way to Middle Creek Road, Middle Creek Road from Jumbuk Road to Upper Middle Creek Road and Upper Middle Creek Road to Vaggs Creek Track. The consultant prepared the road safety audit with input from Council Officers, the Yinnar South Citizens Association, Jumbuk Road/Junction Road Safety Action Group and HVP Plantations.

The purpose of the audit was to identify and cost any safety improvement road works required to be undertaken in order to improve the safety of the road for timber haulage traffic. The road works identified in the report prepared by the consultant were prioritised as follows:

- **Immediate:** Severe potential hazards which can and should be addressed prior to the roads being used by logging traffic to ensure a satisfactory standard of safety;
- **Important:** Potential hazards which should be corrected if economically feasible; and
- **Recommended:** Highly desirable that hazards be addressed to maximise safety.

When this matter had previously been considered by Council at the Ordinary Meeting on 6 April 2010, the Yinnar South Citizens Association had expressed concern that some of the road works that were prioritised as important and recommended in the road safety audit should have been prioritised as immediate.

Council Officers have continued discussions with the Yinnar South Citizens Association as a part of the Jumbuk and Yinnar South Timber Traffic Reference Group to resolve these concerns.

### (b) Status of Road works

Refer to Attachment 1 for a summary of the completed road improvement works.

Jumbuk Road from Monash Way to Middle Creek Road  
(yellow on the attached map)

The following road works have been completed prior to timber cartage operations commencing:

- The north and south bound shoulders have been sealed on the curve north of Walsh's Road.
- The north bound shoulder adjacent to the intersection at Walsh's Road has been sealed to provide a right turn facility at the intersection.
- A give way sign has been installed at the intersection at Walsh's Road.
- A hazard marker has been installed on the west side of the road adjacent to the intersection at Walsh's Road.
- Damaged guide posts have been replaced.
- Additional guide posts have been installed on the outside of the curve north of Walsh's Road.
- The low branches on the stand of blackwood trees on the west side of the road to the north of Miss Bonds Road have been pruned to improve sight distance.
- The culverts at CH 1000 and south of Miss Bonds Road have been extended.

The following further road improvement works were carried out utilising funds from the approved budget allocations for the project. The additional works were required to be undertaken to address risks that were identified during the design and construction process:

- The repainting of pavement markings.
- the installation of extra guide posts to provide delineation during foggy conditions.
- The major patching of damaged sections of pavement.

Middle Creek Road from Jumbuk Road to Upper Middle Creek Road (blue on the attached map)

The following road works have been completed prior to timber cartage operations commencing:

- The sealed pavement has been widened to seven metres when Middle Creek Road was reconstructed from Jumbuk Road to south of the tennis courts.
- The pavement has been re-sheeted with at least a 100 mm depth of crushed rock to strengthen the pavement as apart of the reconstruction from Jumbuk Road to south of the tennis courts.



- The north bound and south bound shoulders have been sealed at the intersection of Pages Road and Speargrass Road intersection and the north bound shoulder has been sealed at the intersection at Brewster's Road to provide a right turn facility at these intersections.
- Road culverts were extended and driveable headwalls were installed on driveway culverts and road culverts when Middle Creek Road was reconstructed from Jumbuk Road to south of the tennis courts.
- An off road bus stop was constructed on the north west corner of Speargrass Road. Also, the bus shelter was relocated to the new off road bus stop.
- A hazard marker has been installed on the west side of the road adjacent to the intersection at Brewster's Road.
- A "children" warning sign has been relocated on the south approach to the intersection at Brewster's Road.
- A hazard marker has been installed on the west side of the road adjacent to the intersection at Upper Middle Creek Road.
- A separation line has been painted at the intersection at Upper Middle Creek Road to channelise traffic.
- The low branches on the stand of blackwood trees on the south west corner of the intersection at Upper Middle Creek Road have been pruned to improve sight distance.
- A sight bench was excavated on the south east corner of the intersection at Upper Middle Creek Road to improve sight distance.
- The guard fence on the east and west side of the road to the north of Healy's Road was extended and replaced to remove obsolete breakaway cable terminals (BCTA).
- Pavement markings were repainted to improve delineation.

The following further road improvement works were carried out utilising funds from the approved budget allocations for the project. The additional works were required to be undertaken to address risks that were identified during the design and construction process:

- The upgrade of the box culvert at the intersection of Pages Road and Speargrass Road to increase the capacity of the culvert.
- The installation of guard fence at the box culvert at the intersection of Pages Road and Speargrass Road to increase the capacity of the culvert.
- The replacement of driveway culverts from Jumbuk Road to south of the tennis courts.

- The installation of extra guide posts to provide delineation during foggy conditions.
- The sealing of the car park at the Yinnar South Tennis Courts;
- The major patching of damaged sections of pavement from south of the tennis courts to Upper Middle Creek Road.
- The resealing of the road from south of the tennis courts to Upper Middle Creek Road.
- The pruning of low branches on the stand of blackwood trees on the north side of the road west of Middle Creek to improve sight distance.

Outstanding works include:

- Relocation of bus stop at Brewster's Road. A Council Officer had a site meeting with representatives of the Department of Transport, the Department of Education and the Latrobe Valley Buses on 1 July 2011 to discuss the relocation of the bus stop at the intersection of the Middle Creek Road and Brewster's Road to the car park at the Yinnar South Hall. The Department of Transport did not agree to the relocation of the bus stop. It is proposed that the bus stop will be relocated to the road verge 45 metres north of its current location on Middle Creek Road. The Yinnar South Citizens Association agreed to this proposal at a meeting on 28 October 2011. The construction of the off road bus stop is awaiting the issue of a planning permit for the removal of native vegetation.

Upper Middle Creek Road from Middle Creek Road to Vaggs Creek Track (green on the attached map)

The following road works have been completed prior to timber cartage operations commencing:

- Curves were widened from CH 2050 to CH 2120 and CH 2120 to CH 2180 to provide sight distance for on coming vehicles.
- The pavement has been re-sheeted with at least a 100 mm depth of crushed rock to strengthen the pavement as apart of the sealing works from Middle Creek Road to south of Vaggs Creek Track.
- Upper Middle Creek Road has been sealed from Middle Creek Road to south of Vaggs Creek Track.
- A convex mirror has been installed at the intersection of Vaggs Creek Track in lieu of carry out sight benching on the south east corner to provide sight distance for vehicles turning from Vaggs Creek Track.

- Guide posts have been installed in accordance with the Australian Standard to provide delineation for curves and steep drop offs.
- The following further road improvement works were carried out utilising funds from the approved budget allocations for the project. The additional works were required to be undertaken to address risks that were identified during the design and construction process:
- The construction of a gabion retaining structure to repair the landslip on the inside of the bend at CH 1580 to CH 1600.
- The resurfacing of the intersection at Vaggs Creek Track with hot mix asphalt to protect the seal from heavy vehicles turning at the intersection.

Outstanding works include:

- The widening of a bend from CH 1500 to CH 1560. The widening of the bend is awaiting the issue of a planning permit for the removal of native vegetation. The Department of Sustainability and Environment have requested additional information about the planning permit application. Traffic signals have been installed at the bend to mitigate the risk of on coming vehicles colliding. The reference group representatives from Yinnar South Citizens Association were consulted about this risk control measure.
- The construction of the sight bench at the south east corner of the intersection at Vaggs Creek Track and Upper Middle Creek Road. The sight bench will be constructed when the bend widening works are carried out south of Vaggs Creek Track. A planning permit application, for the removal of native vegetation, will need to be obtained for these works.

## 6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

The following table provides a summary of the budget allocations for timber cartage routes at Yinnar South:

Road	VicRoads	Council	Total
<b>2009 – 2010 Financial Year Budget</b>			
Upgrade Works at Upper Middle Creek Road from Middle Creek Road to Ford – Stage 1	\$162,500	\$66,500	\$229,000
Sub Total:	\$162,500	\$66,500	\$229,000
<b>2010 – 2011 Financial Year Budget</b>			
Rehabilitation of Middle Creek Road from Jumbuk Road to South of the Tennis Courts – Stage 1		\$850,000	\$850,000
Upgrade Works at Upper Middle Creek Road from Middle Creek Road to Ford – Stage 2	\$162,500	\$66,500	\$229,000
Minor Safety Works at Jumbuk Road from Monash Way to Middle Creek Road and Middle Creek Road from Jumbuk Road to Upper Middle Creek Road		\$54,000	\$54,000
Sub Total:	\$162,500	\$970,500	\$1,133,000
<b>2011 – 2012 Financial Year Budget</b>			
Rehabilitation of Middle Creek Road from Jumbuk Road to South of the Tennis Courts – Stage 2		\$850,000	\$850,000
Upgrade Works at Upper Middle Creek Road from Middle Creek Road to Ford – Stage 3		\$67,000	\$67,000
Sub Total:	Nil	\$917,000	\$917,000
<b>Total:</b>	<b>\$325,000</b>	<b>\$1,954,000</b>	<b>\$2,279,000</b>

All road improvement works were able to be completed within the existing budget allocations. In addition, provision has been made within the allocated budgets to complete the outstanding road improvement works.

The cost of the outstanding road improvements works including native vegetations offsets are:

- construction of an off road bus bay off Middle Creek Road near Brewsters Road - \$60,000;
- widening and sealing of the bend at Upper Middle Creek Road from CH 1500 to CH 1560 - \$30,000; and
- excavation of a sight bench on the south east corner of Upper Middle Creek Road and Vaggs Creek Track - \$20,000.

## **7. INTERNAL / EXTERNAL CONSULTATION**

### *Engagement Method Used:*

At its Ordinary Meeting of 6 April 2010 Council resolved:

*“That a Jumbuk and Yinnar South Timber Traffic Reference Group is established to monitor the progress of road works and timber traffic on the Jumbuk Road/Junction Road and Upper Middle Creek Road/Middle Creek Road/Jumbuk Road routes. Membership of the Reference Group will include the Gunyah Ward Councillor, other nominated Councillors and two members each from the Jumbuk Road/Junction Road Safety Action Group, the Yinnar South Citizens Association and HVP Plantations. The Reference Group will meet at least twice per year until timber harvesting operations are completed or as required.”*

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

The Jumbuk and Yinnar South Timber Traffic Reference Group has been convened and two meetings have been held on 22 February 2011 and 16 June 2011 with the Ward Councillor and representatives from HVP Plantations, the Yinnar South Citizens Association and the Jumbuk Road/Junction Road Safety Action Group.

As an outcome of the Reference Group process, Council Officers had a follow up meeting with the Ward Councillor and representatives of the Yinnar South Citizens Association and HVP Plantations on 28 October 2011 to provide an update on the road works at Yinnar South and to discuss impending timber harvesting operations.

In addition, Council Officers have had on going discussions with representatives of the Yinnar South Citizens Associations about the road upgrade works at Yinnar South. Council Officers met with two representatives of the Yinnar South Citizens Association on Tuesday 8 March 2011 to negotiate the priorities for road works on timber cartage routes at Yinnar South. The Yinnar South Citizens Association has indicated that the priorities that were negotiated are acceptable.

## **8. OPTIONS**

1. Note this report detailing the road improvement works completed at Jumbuk Road, Middle Creek Road and Upper Middle Creek Road.
2. Request additional information relating to the details of completed road improvements works at Jumbuk Road, Middle Creek Road and Upper Middle Creek Road.

## **9. CONCLUSION**

The implementation of the risk control measures adopted by Council at the Ordinary Meeting on 6 April 2010 and the completion of the reprioritised road works detailed in Attachment 1 has significantly improved safety for timber traffic at Yinnar South and will provide on going long term safety improvements on Jumbuk Road, Middle Creek Road and Upper Middle Creek Road for the benefit of the Yinnar South community.

## **10. RECOMMENDATION**

**That Council note this report detailing the road improvement works completed at Jumbuk Road, Middle Creek Road and Upper Middle Creek Road Yinnar South to enable timber cartage works to proceed.**

**Moved:** Cr White

**Seconded:** Cr Lougheed

**That the Recommendation be adopted.**

### **For the Motion**

Councillor/s Harriman, White, O'Callaghan, Price, Middlemiss, Lougheed, Vermeulen

**Against the Motion**

Councillor/s Kam, Gibson

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

**ADDITIONAL MOTION**

**Moved:** Cr Kam

**Seconded:** Cr Gibson

**That the Motion be adopted.**

**That Council is provided with a report in regard to the sealing of the car park at the Yinnar South tennis courts and that this report includes the cost and from which funding source**

**For the Motion**

Councillor/s Harriman, Price, Kam, Gibson

**Against the Motion**

Councillor/s White, O'Callaghan, Middlemiss, Lougheed, Vermeulen

**The Mayor confirmed that the Motion had been LOST**

**ATTACHMENTS**

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**Table 7.1 Jumbuk Road Monash Way to Middle Creek Road  
Summary of Recommended Actions – Final Report**

Item	Finding	Recommendation	Priority	Cost	Project Manager Response		Completed Road Improvement Works
					Accept (Y/N)	Comment	
7.4.2	The standard width for a Rural Collector Road is a seven metre wide pavement seal.	Widen the pavement on Jumbuk Road to provide a seven metre wide seal when major maintenance works are required.	Recommended	In conjunction with major rehabilitation works. (\$1,550,000)	YES	The cost to widen and re-sheet the road pavement is \$1,550,000.00.	The road pavement does not require widening at this time as there is no indication that heavy vehicles are currently causing edge breaks.
7.4.3	The pavement in the northbound lane of Jumbuk Road between Walsh's Road and Middle Creek Road would require strengthening to cater for the additional traffic.	Construct a minimum depth granular re-sheet to strengthen the pavement in the section between Walsh's Road and Middle Creek Road.	Important	<del>\$ 28,200.00</del>	NO	Pavement strengthening is not required when there is 2-way truck traffic on Jumbuk Road the south end of Jumbuk Road.	The road pavement does not require strengthening at this time as heavy vehicles are currently not causing excessive damage to the pavement.  Council Officers are carrying weekly inspections and maintenance on the roads as per the Council Resolution.
7.4.4	At the curve north of the Walsh's Road intersection, vehicles have run wide and edge drop off has developed.	Seal the shoulders by up to one metre wide on both sides of the pavement at the curve north of the Walsh's Road intersection	Important	\$ 20,000.00	YES		The north bound and south bound shoulders have been sealed on the bend, north of Walshs Road.
7.4.5	There have been five casualty crashes including a fatality at the intersection of Monash Way / Jumbuk Road since 1987. Monash Way is under the responsibility of VicRoads.	Request VicRoads approval and funding for the redesign the intersection of Monash Way and Jumbuk Road to cater for the truck turning movements.	Important	<del>\$ 355,000.00</del>	NO	VicRoads are responsible for this intersection. Advise VicRoads about the recommendations of the road safety audit.	VicRoads are responsible for this intersection. VicRoads has previously indicated in writing the intersection does not warrant upgrading.  Council Officers accept that the intersection requires upgrading but believes that the prohibition of timber cartage in foggy conditions will mitigate the risk.  Council Officers will discuss the issue with VicRoads at a Liaison Meeting.
7.4.6	The major traffic movement at the intersection of Jumbuk Road and Middle Creek Road is between the north and south approaches. The existing layout provides priority for the north to east movements.	Redesign the intersection of Jumbuk Road and Middle Creek Road to cater for the north – south traffic movements	<del>Immediate</del>  Important	\$ 750,000.00	NO	Priority should be important.  There have been no recorded casualty accidents at this intersection. Also, a concrete median was recently constructed to prevent vehicles cutting the corner.	Council Officers believe that the intersection does not require upgrading at this time because there have been no recorded accidents at this intersection and that the intersection has been recently upgraded by the construction of a concrete median to prevent vehicles cutting the corner. Council Officers are aware that semi trailers drive over the concrete median when turning left from Middle Creek Road.  Council Officers will monitor truck movements and accidents at the intersection during timber cartage operations.
7.4.7	There is a significant right turn movement between the Jumbuk Road south approach and Walsh's Road.	Seal the outer shoulder on Jumbuk Road on the south approach to the Walsh's Road intersection.	<del>Immediate</del>	\$ 32,500.00	YES		The north bound shoulder adjacent to the intersection at Walshs Road has been sealed to provide a right turn facility at the intersection.
	There is Give Way linemarking but no Give Way sign on the Walsh's Road approach.	Install a Give Way signs on the Walsh's Road approach.	<del>Immediate</del>		NO	A give way sign is not warranted at a T-intersection.	A give way sign has been installed at the intersection at Walshs Road.
	There is no hazard marker opposite Walsh's Road	Install a hazard marker on the west side of Jumbuk Road opposite Walsh's Road.	<del>Immediate</del>		YES		A hazard marker has been installed adjacent to the intersection at Walshs Road.

**Table 7.1 Jumbuk Road Monash Way to Middle Creek Road  
Summary of Recommended Actions – Final Report**

Item	Finding	Recommendation	Priority	Cost	Project Manager Response		Completed Road Improvement Works
					Accept (Y/N)		
7.4.8	There are several broken guideposts on Jumbuk Road	Replace the broken guideposts on both sides of the road.	Immediate	\$ 2,500.00	YES		Damaged guide posts have been replaced.
	There are too few guideposts on the outside of the curve on the approach to the Walsh's Road intersection.	Install additional guideposts on the outer edge of the pavement at the curve on the north approach to the Walsh's Road intersection.	Immediate		YES		Additional guide posts have been installed on the outside of the curve north of Walshs Road.
7.4.9	A stand of trees on the west side of the road restricts the sight distance for northbound vehicles and is located close to the edge of the pavement at chainage 1150 metres.	Remove or protect the trees on both sides of the road at the curve near chainage 1150 metres.	Immediate	\$ 4,500.00	YES		The low branches on the stand of black wood trees on the west side of the road to the north of Miss Bonds Road have been pruned to improve sight distance.
7.4.10	There are culvert endwalls close to the edge of the pavement at two locations.	Extend the culvert on the left side of the road near chainage 1000 metres.	Important	\$ 3,100.00	YES		The box culvert at CH 1000 has been extended on both sides of the road.
		Extend the culvert on the south side of the Miss Bonds Road intersection.	Important		YES		The triple cell reinforced concrete pipe culvert south of Miss Bonds Road has been extended on the west side of the road.

**Table 8.2 Middle Creek Road Jumbuk Road to Upper Middle Creek Road  
Summary of Recommended Actions – Final Report**

Item	Finding	Recommendation	Priority	Cost	Project Manager Response		Completed Road Improvement Works
					Accept (Y/N)	Comment	
8.4.1	The traffic speeds on Middle Creek Road are in excess of the posted speed limit. There are several driveways with direct access onto the road.	Request Police to enforce the speed limits along Middle Creek Road.	Immediate	n/a	YES		Agreed.
8.4.2	The standard width for a Rural Collector Road is a seven metre wide pavement seal.	Widen the pavement on Middle Creek Road to provide a seven metre wide seal when major maintenance works are required.	Important	In conjunction with major rehabilitation works. (1,175,000)	YES	Only rehabilitate the section from CH 00 to CH 2040. The cost to widen and resheet the road pavement is \$1,175,000.00.	The sealed pavement has been widened to seven metres when Middle Creek Road was reconstructed from Jumbuk Road to south of the tennis courts.
8.4.3	The pavement investigation indicated that the pavement depth should be increased by at least 50 mm in the northbound lane.	Construct a minimum depth granular resheet to strengthen the pavement in the northbound lane when the pavement is widened.	Important	<del>\$ 628,000.00</del>	YES	Only resheet the section from CH 00 to CH 2040. Include works in the road rehabilitation program.	The pavement has been resheeted with at least a 100 mm depth of crushed rock to strengthen the pavement as apart of the reconstruction works at Middle Creek Road from Jumbuk Road to south of the tennis courts.
8.4.4	There are no right turn facilities at the intersections along Middle Creek Road.	Seal the shoulders on the approaches to the Pages Road / Speargrass Road intersection and on the south approach to the Brewsters Road intersection to provide for through traffic to pass right turning vehicles.	Important	\$ 82,800.00	YES		The north and south bound shoulders have been sealed at the intersection of Pages Road and Speargrass Road and the north bound shoulder at the intersection of Brewsters Road to provide a right turn facility at these intersections.
8.4.5	There are several culverts with endwalls located close to the edge of the traffic lane and culverts at driveways located adjacent to the pavement.	Extend the culverts or install driveable endwalls on the culverts	Important	\$ 110,900.00	YES		The road culverts were extended and driveable headwalls were installed on driveway culverts and road culverts when Middle Creek Road was reconstructed from Jumbuk Road to south of the tennis courts.
8.4.6	The bus shelter on the north side of the Pages Road / Speargrass Road intersection restricts the intersection sight distance.	Relocate the bus shelter and construct an off road bus stop on the northwest corner of the intersection.	<del>Important</del> Immediate	\$ 4,000.00	YES	The bus stop is located at an intersection with a casualty crash record.	An off road bus stop was constructed on the north west corner of the intersection at Speargrass Road. Also, the bus shelter was relocated to the new off road bus stop.
8.4.7	The Brewsters Road intersection is located over the crest curve. The sight distance to the right turning traffic is restricted by the crest vertical curve	Seal the northbound shoulder on the south approach to the Brewsters Road intersection to improve the safety for the right turning traffic.	<del>Immediate</del>	\$ 250.00	YES	Consider relocating the bus stop to the Yinnar South Hall car park as an immediate priority.	The north bound shoulder adjacent to the intersection at Brewsters Road was sealed to provide a right turn facility.
	The sealing of the northbound shoulder would require the relocation of the bus stop.	Relocate the northbound bus stop into the Yinnar South Hall carpark.	<del>Immediate</del>	\$ 1,000.00	YES		An off road bus stop will be constructed adjacent to the intersection at Brewsters Road when a planning permit is issued for the removal of native vegetation.
	There is no hazard marker opposite the Brewsters Road intersection.	Install a hazard marker on the west side of Middle Creek Road opposite Brewsters Road.	<del>Immediate</del>	\$ 500.00	YES		A hazard marker has been installed adjacent to the intersection at Brewsters Road.
	The 'School' warning sign on the south approach to the Brewster Road intersection is obscured by trees.	Relocate the 'School' warning sign on the south approach to the Brewsters Road intersection.	<del>Immediate</del>				The "children" warning sign has been relocated on the south approach to the intersection at Brewsters Road.

**Table 8.2 Middle Creek Road Jumbuk Road to Upper Middle Creek Road  
Summary of Recommended Actions – Final Report**

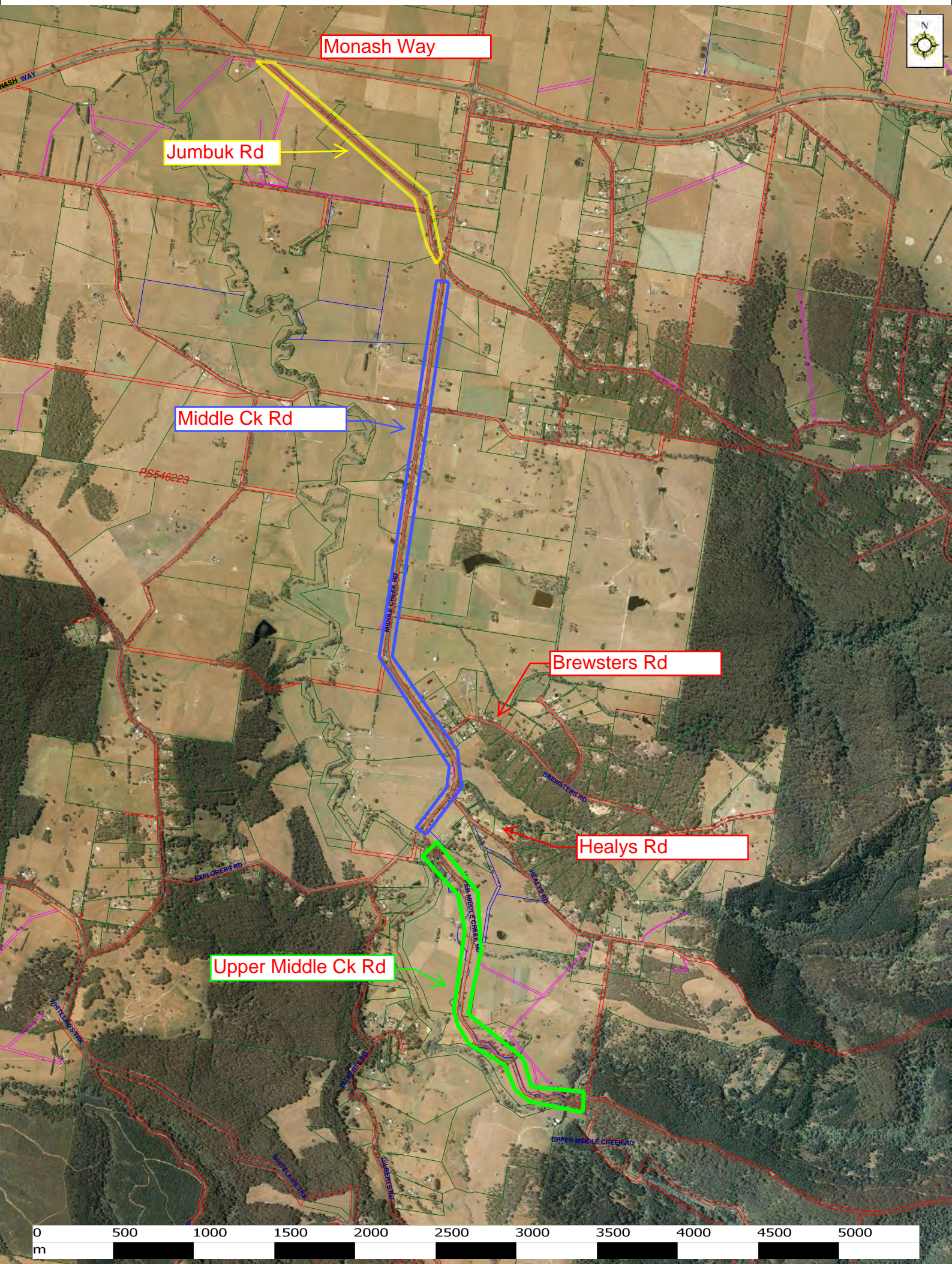
Item	Finding	Recommendation	Priority	Cost	Project Manager Response		Completed Road Improvement Works
					Accept (Y/N)	Comment	
8.4.8	The intersection of Middle Creek Road and Upper Middle Creek Road is a Tee intersection with a wide sealed bellmouth area. There is no hazard marker opposite Upper Middle Creek Road.	Install a hazard marker on the west side of Middle Creek Road opposite Upper Middle Creek Road.	Immediate	\$ 15,400.00	YES		A hazard marker has been installed adjacent to the intersection at Upper Middle Creek Road.
		Mark the centreline on Upper Middle Creek Road to channelise the traffic at the intersection.	Immediate		YES		A separation line has been painted at the intersection at Upper Middle Creek Road to channelize traffic.
	The intersection sight distance is restricted by trees on the south side and by the fill batter on the north side.	Trim the trees on the south side and bench the fill batter on the north side to improve the intersection sight distance.	Immediate		YES		The low branches on the stand of blackwood trees on the south west corner of the intersection at Upper Middle Creek Road have been pruned to improve sight distance. A sight bench was excavated on the south east corner of the intersection at Upper Middle Creek Road to improve sight distance.
8.4.9	The existing guardfence at the culvert north of the Healeys Road intersection has incorrect terminals.	Replace the old style ends of the guardfence with BCTA terminals.	Important	\$ 27,000.00	YES		The obsolete break away cable terminals (BCTA) have been replaced.
	There is a large tree just north of the guardfence terminal.	Extend the east side of the guardfence by 30 metres to provide a clear run out area behind the BCTA.	Important		NO	The guard fence on the east side of the road is not warranted due to the 2.0 metre wide shoulder.	The north end of the guard fence on the east side of the road has been extended to provide protection to a large tree.
	On the west side, the guardfence is terminated on top of a high fill batter.	Extend the guardfence on the west side by 30 metres and run around into the driveway.	Important		YES	The guard fence may require a ground beam to be constructed because the embankment does not support the posts.	The north end of the guard fence on the west side of the road has been extended to the driveway.
8.4.10	There are no facilities for pedestrians, cyclists and horse riders along Middle Creek Road.	Install a warning sign advising of pedestrians, cyclists and horse riders using Middle Creek Road.	Immediate	\$ 1,500.00	NO	No pedestrians or cyclists were observed during the traffic count.	No warning signs are warranted because No pedestrians or cyclists were observed during traffic count undertake for the safety audit.
8.4.11	There are no intersection warning signs on the approaches to the intersections.	Install intersection warning signs on both approaches to the intersections along Middle Creek Road.	Immediate	\$ 2,100.00	NO	The warning signs are not warranted as the road is carrying predominantly local traffic and there is adequate sight distance at the intersections.	The warning signs are not warranted as the road is carrying predominantly local traffic and there is adequate sight distance at the intersections.
8.4.12	There have been two single vehicle casualty crashes at the curve north of the Healeys Road intersection.  The linemarking on the centreline is fair.	Renew the centreline marking along the route.	Immediate	\$ 1,600.00	YES	Repaint linemarking as a part of the normal routine maintenance program.	The pavement markings were repainted to improve delineation.

**Table 9.2 Upper Middle Creek Road Middle Creek Road to Vaggs Creek Track  
Summary of Recommended Actions – Final Report**

Item	Finding	Recommendation	Priority	Cost	Project Manager Response		Completed Road Improvement Works
					Accept (Y/N)	Comment	
9.4.2	The width of the pavement at the curves along Upper Middle Creek Road would be inadequate for a semi trailer and a car to pass.	Widen the pavement at the horizontal curves on Upper Middle Creek Road.	<del>Important</del> Immediate	\$ 396,500.00	YES	Undertake isolated curve widening as an immediate priority.	Curves were widened at CH 2050 to CH 2120 and CH 2120 to CH 2180 to improve sight distance for on coming vehicles. The curve at CH 1500 to CH 1560 will be widening when a planning permit is issued for the removal of native vegetation.
9.4.3	The pavement investigation indicated that the pavement depth should be increased by at least 50 mm in the northbound lane.	Construct a minimum depth granular resheet to strengthen the pavement in the westbound lane when the pavement is widened.	<del>Important</del> Immediate	\$ 102,000.00	YES	The road pavement will be resheeted from CH 00 to CH 1.00 where the road will be resealed.	The pavement has been resheeted with at least a 100 mm depth of crushed rock to strengthen the pavement as apart of the sealing works at Upper Middle Creek Road from Middle Creek Road to south of Vaggs Creek Track.
9.4.4	The use of the unsealed Upper Middle Creek Road by log trucks would create dust and require regular grading to maintain riding surface.	Seal the pavement of Upper Middle Creek Road between Middle Creek Road and Vaggs Creek Track.	<del>Important</del> Immediate	\$ 101,000.00	YES	It is proposed that the first 1.0 kilometre of the road will be sealed past the old homestead and the dairy where the vehicle speeds will be higher on the section of road that was previously realigned.	Upper Middle Creek Road has been sealed from Middle Creek Road to south of Vaggs Creek Track.
9.4.5	The intersection of Vaggs Creek Track with Upper Middle Creek Road would require extensive works prior to the use by the log trucks.	Extend the culvert on the north side of Vaggs Creek Track.	Important	<del>\$ 73,700.00</del>	NO	The culvert does not warrant extension due to the low traffic volumes on this section of Upper Middle Creek Road.	A trial with a log truck has indicated the culvert at Vaggs Creek does not require widening as there is sufficient clearance for a truck to turn right from Vaggs Creek Track.
		Remove the large tree and fill batter on the south corner of the intersection with Upper Middle Creek Road.	Important		NO	The corner does not require widening if Vaggs Creek Track is not required as a timber haulage route.	A convex mirror has been installed at the intersection of Vaggs Creek Track in lieu of carrying out sight benching on the south east corner of the intersection to provide sight distance for vehicles turning from Vaggs Creek Track.
9.4.6	There are guideposts at culverts and driveways along this section of Upper Middle Creek Road. There are no guideposts at several horizontal curves.	Review the spacing of the guideposts along the section of Upper Middle Creek Road and install additional posts at the horizontal curves.	Immediate	<del>\$ 400.00</del>	YES	Delineate the outside of curves with guide posts at spacings acceptable for rural access roads.	Guide posts have been installed in accordance with the Australian Standard to provide delineation for curves and steep drop offs.
9.4.8	There are several hazards along this section of Upper Middle Creek Road including a steep batter to the Middle Creek and large trees. These hazards will be close to the edge of the pavement when the road is widened for the log trucks.	Install close spaced delineators along the top of the steep batter to the Middle Creek.	Important	<del>\$ 5,200.00</del>	YES		Guide posts have been installed in accordance with the Australian Standard to provide delineation for curves and steep drop offs.
		Review the location of the trees close to the edge of the pavement at the time of the widening works.	Important		YES		The design process did not indentify any trees within clear zones.



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**7.4      RESPONSE TO 2011/20 - NOTICE OF MOTION - CREATION OF  
A SHARED FOOTPATH ALONG HICKOX STREET**

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

**1.    PURPOSE**

The purpose of this report is to provide information to Council responding to the Notice of Motion requesting the costs associated with constructing a shared path along Hickox Street, from Rose Avenue to the Traralgon Railway Reservoir Conservation Reserve.

**2.    DECLARATION OF INTERESTS**

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

**3.    STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015.

*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*

*Shaping Our Future*

*An active connected and caring community  
Supporting all*

*Latrobe City Council Plan 2011 - 2015*

*Strategic Direction – Built Environment*

*Ensure public infrastructure is maintained in accordance with community aspirations*

*Service Provision – Infrastructure Development*

*Provide Asset Management planning, advice and services for Latrobe City.*

Legislation / Council Policy

*Local Government Act 1989*

*POL-3 Contributory Policy*

*POL-4, Construction of New footpaths in residential Areas*

**4. BACKGROUND**

At its 19 September 2011 Ordinary Meeting, Council resolved:

*In order to avoid pedestrians, including people wheel-chair bound, from walking on the Hickox Street road surface that Council investigate and provide a report on options and costings regarding the creation of a shared path along Hickox Street from the Rose Avenue Intersection to the entrance of Railway Reserve. This report is to return to the second Ordinary Council Meeting in November 2011.*

*Footpath options to be considered:*

- 1. Extension of the existing path surface that exists at the Railway Reserve*
- 2. Standard concrete footpath*

This report responds to the above notice of motion.

Further to this notice of motion, there was also an existing Council resolution from the 1 August 2011 Ordinary Meeting stating

- 1. That Council commence the process to determine the level of property owner support for a special charge scheme to construct a footpath on Hickox Street Traralgon between Rose Avenue and the Traralgon Railway Conservation Reserve.*
- 2. That a further report be presented to Council advising of the outcome of the property owner survey.*
- 3. That Mr Russell Northe MLA be advised of Council's action on this matter.*

The Council resolution from 1 August 2011 required completion prior to pursuing the action stated within the Notice of Motion.

In accordance with this Council resolution, the property owner engagement process to determine the level of support for the implementation of a Special Charge Scheme has been completed and the outcome presented to the 5 March 2012 Ordinary Council Meeting.



The results of the engagement process indicated that there was insufficient support to commence a Special Charge Scheme and in accordance with the Councils Special Charge Scheme policy (POL-3 Contributory Policy) the residents were informed and the scheme abandoned.

The concept design for the path presented for the Special Charge Scheme showed the path abutting the residential properties opposite the Traralgon Railway Reservoir Conservation Reserve and is shown as attachment one.

The options presented in this report show the path on the reserve side of the road. Councils policy (POL-4, Construction of New footpaths in residential areas) states that Council will pay 100% of the cost for footpaths that run through reserves or past frontage of reserves and other Council owned lands including short links to an existing footpath.

There is an existing concrete footpath that runs along Hickox Street, which ends at Rose Avenue before the reserve. There is also an existing gravel path network within the reserve. The proposed path detailed in the Notice of Motion would connect these two existing paths.

## 5. **ISSUES**

An investigation has been completed into the options available to construct a shared path along Hickox Street from Rose Avenue to the entrance of the Traralgon Railway Reservoir Conservation Reserve. The existing path constructed within the Reserve is a gravel path, and is shown in attachment two.

Three options have been identified as possible routes for the shared path and a cost estimate has been provided to construct each option in both concrete and gravel in line with the notice of motion.

The road reserve abutting the reserve is constrained by a large culvert that will require the construction of a bridge to provide a path, and also contains native vegetation.

The *Planning and Environment Act (1978)* addresses the responsible management of the removal of native vegetation. It includes a three stage process which states efforts must be made to;

1. avoid adverse impacts [on native vegetation], particularly through vegetation clearance
2. if impacts cannot be avoided, to minimise impacts through appropriate consideration in planning processes and expert input to project design or management
3. to identify appropriate offset options.

A summary of each option is detailed below.

Option A (attachment 3)

Path commences at Rose Avenue and enters the reserve and joins the existing path network before re-entering the road reserve continuing to the existing car park at the reserve.

This path will require the construction of three boardwalks and does not impact on the native vegetation or the large culvert located on Hickox Street.

Option B (attachment 4)

Path commences at Rose Avenue continuing directly along the Hickox Street road reserve to the existing car park.

This path will require the removal of native vegetation and also the construction of a footbridge to pass over the existing culvert located on Hickox Street.

Option C (attachment 5)

Path commences at Rose Avenue and enters the reserve and continues behind the native vegetation located on Hickox Street before re-entering the road reserve and continuing to the existing car park.

This path will require the construction of one large boardwalk and does not impact on the native vegetation or the large culvert located on Hickox Street.

Councils preferred construction material for paths in residential areas is concrete due to the ongoing maintenance cost associated with paths constructed from gravel.

Should a path be constructed in this area, the impact on this existing native vegetation should be limited where possible. As such the preferred option would be either option A or option C.

## 6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS

The estimated project cost associated with each option and construction type are summarised in the table below.

	Concrete	Gravel
Option A	\$74,200	\$44,900
Option B	\$93,400	\$63,700
Option C	\$73,300	\$47,850

Option B does not include any costs associated with the removal and subsequent offsetting of native vegetation that is required to implement this option.

There will also be an ongoing maintenance cost associated with constructing a gravel path as opposed to a concrete path which is not included in the above cost summary table.

## 7. INTERNAL / EXTERNAL CONSULTATION

### *Engagement Method Used:*

There has been no community engagement required for the development of this report.

Should Council resolve to construct a path in this area, the Traralgon Railway Reservoir Conservation Reserve Committee of Management and the local community and other stakeholders will need to be consulted during the design process, particularly if the path were to enter the reserve to avoid the removal of native vegetation.

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

Not applicable.

## 8. OPTIONS

1. Note this report and take no further action.
2. Note this report and request further information on this matter.
3. Resolve to refer the construction of a shared path to a future capital works program.

## 9. CONCLUSION

The construction of a shared path along Hickox Street from Rose Avenue to the entrance of the Traralgon Railway Reservoir Conservation Reserve will alleviate the issue of pedestrians walking on the road surface along Hickox Street to access the reserve. This path will provide safe access to the reserve for surrounding residents, including those wheelchair bound.

The path would connect two existing footpath networks and provide a continuous footpath link for the community to access the Traralgon Railway Reservoir Conservation Reserve, a highly valued local community reserve.

Councils preferred construction material for paths in residential areas is concrete due to the ongoing maintenance cost associated with paths constructed from gravel.

Should a path be constructed in this area, the impact on this existing native vegetation should be limited where possible.

The actual path route and construction type will be further developed and refined through the community engagement process should Council resolve to construct the path.

## 10. RECOMMENDATION

**That Council refer the construction of a shared path along Hickox Street from Rose Avenue to the entrance of the Traralgon Railway Reservoir Conservation Reserve to a future capital works budget process.**

**Moved:** Cr Harriman

**Seconded:** Cr Loughheed

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

ATTACHMENT

.







TRARALGON RAILWAY RESERVOIR  
CONSERVATION RESERVE  
EXISTING PATH SYSTEM

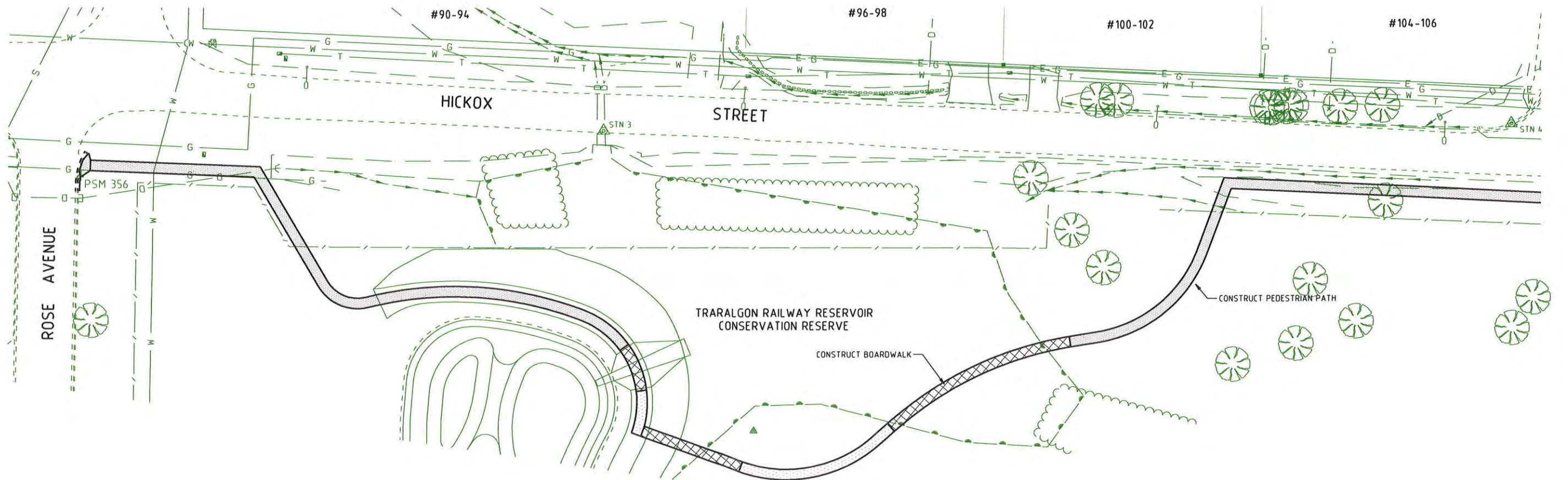
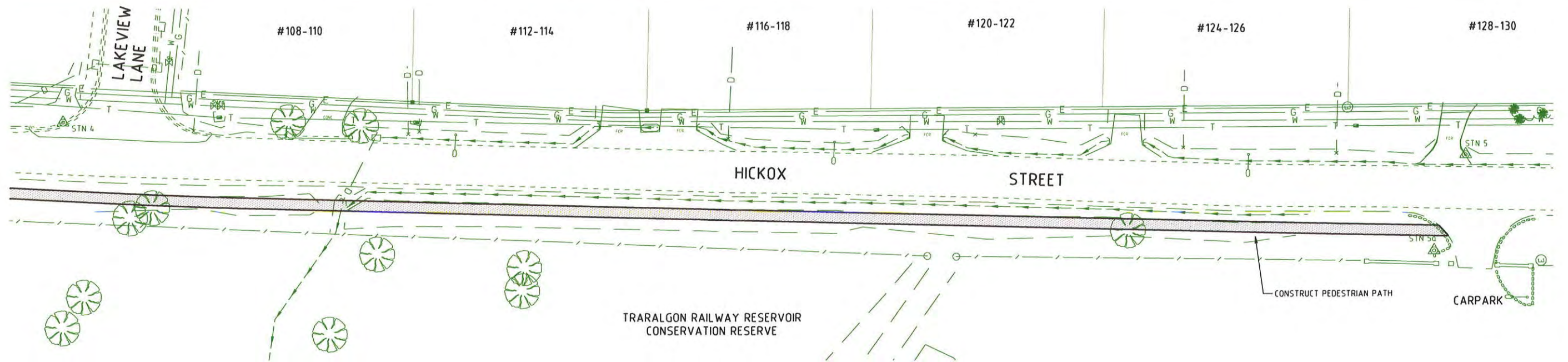


REFERENCES
Survey File No 1519 TerraModel File Name:

CONSULTANT'S CERTIFICATION
DATE CITY AUTHORIZATION
DATE

<b>Latrobe City</b>		SCALE HOR 0 10 20 30 VER 0 1 2 3
HICKOX STREET, TRARALGON FROM ROSE AVENUE TO TRRCR CARPARK CONSTRUCTION OF FOOTPATH		DRAWING No. R511296/12
DESIGNED LJ HILTON	CHECKED	VERSION/ DATE OF PLOT 29/2/2012 SHEET A OF

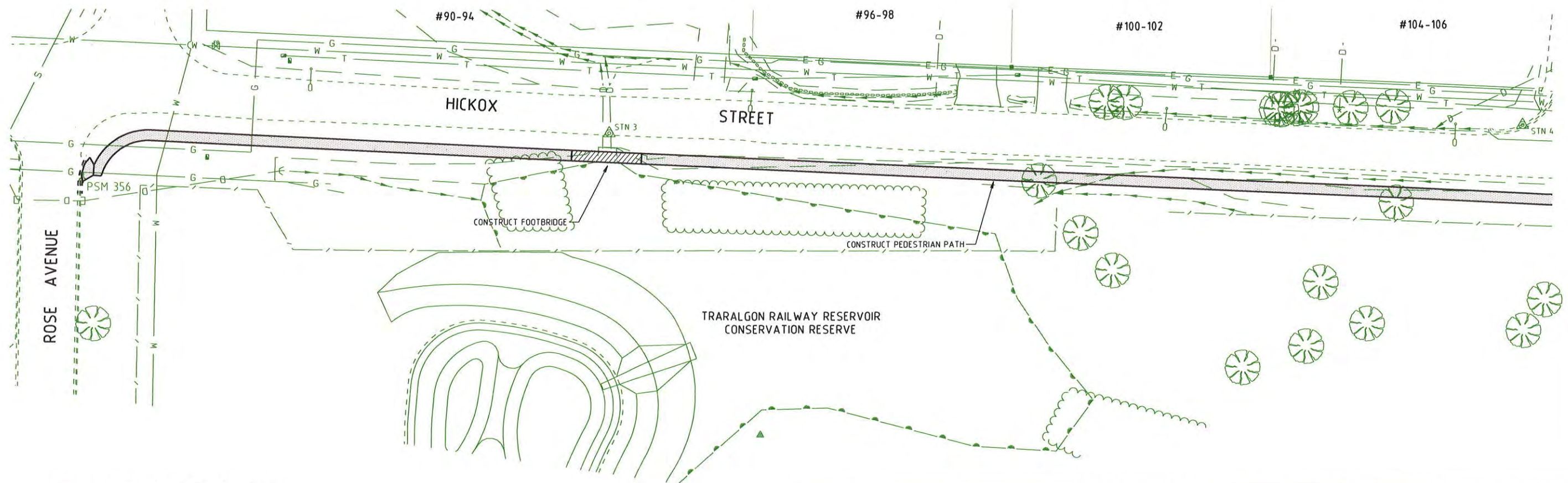
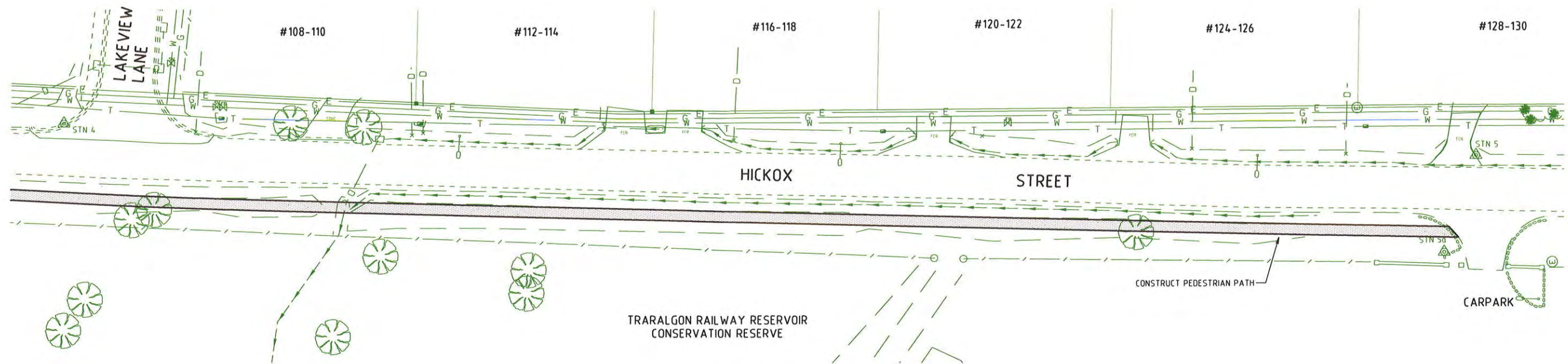





OPTION A

	REFERENCES	CONSULTANT'S CERTIFICATION		<b>Latrobe City</b> HICKOX STREET, TRARALGON FROM ROSE AVENUE TO TRRRCR CARPARK CONSTRUCTION OF FOOTPATH	SCALE HOR 0 2.5 5 7.5 VER 0 1 2 3	
	Survey File No 1529 TerraModel File Name	DATE	CITY AUTHORIZATION		DRAWING No. R511296/12	
					DESIGNED <b>LJ HILTON</b>	CHECKED
					VERSION/ DATE OF PLOT 28/2/2012	SHEET 1 OF

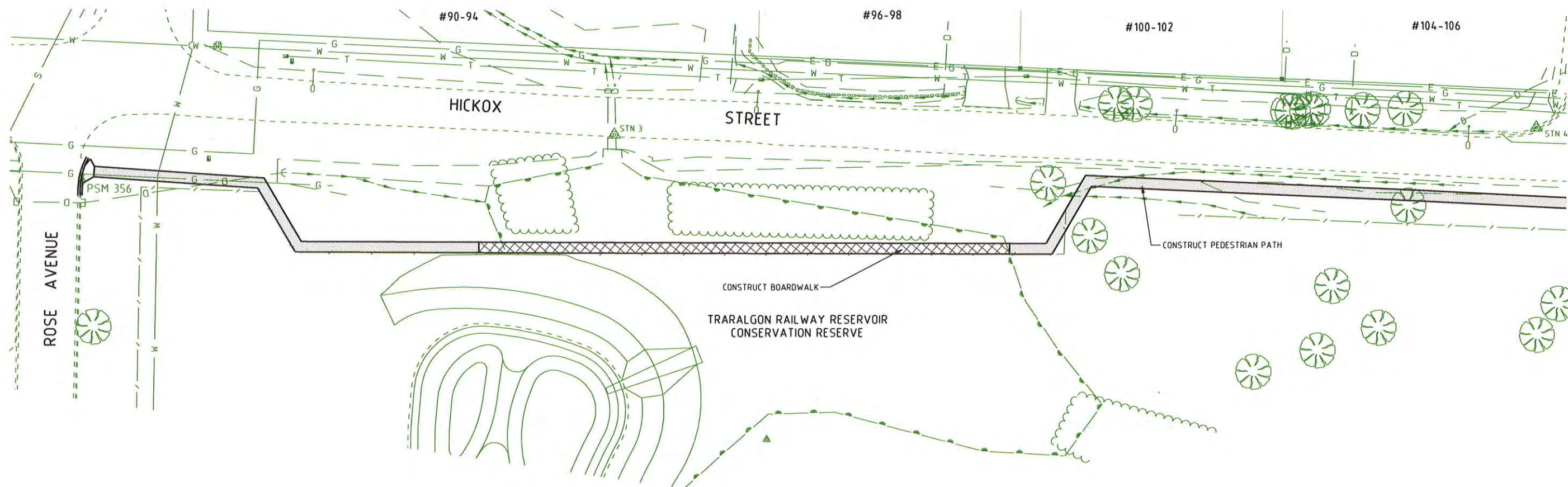
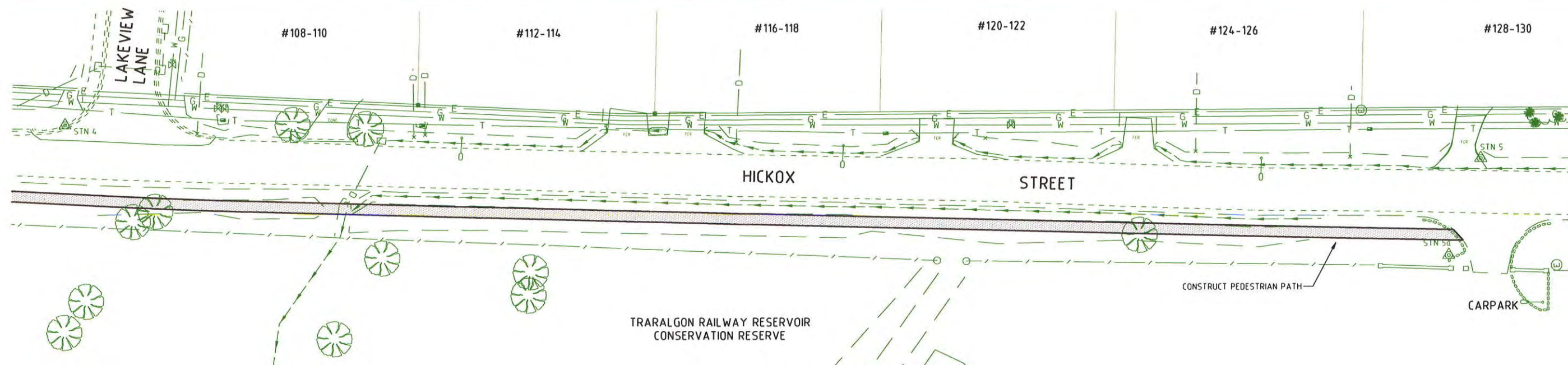





OPTION B

 <p><b>Latrobe City</b> a new energy in city infrastructure</p>	<p>REFERENCES</p> <p>Survey File No 1529 TerraModel File Name</p>	<p>CONSULTANT'S CERTIFICATION</p> <p>DATE CITY AUTHORIZATION</p>	<p><b>Latrobe City</b></p> <p><b>HICKOX STREET, TRARALGON</b> FROM ROSE AVENUE TO TRRCR CARPARK CONSTRUCTION OF FOOTPATH</p>	<p>SCALE</p> <p>HOR 0 2.5 5 7.5 VER 0 1 2 3</p>
	<p>DESIGNED <b>LJ HILTON</b></p>	<p>CHECKED</p>	<p>VERSION/ DATE OF PLOT 28/2/2012</p>	<p>DRAWING No. <b>R511296/12</b></p>
	<p>SHEET 2 OF</p>			





OPTION C

 <p><b>Latrobe City</b> a new energy in city infrastructure</p>	<p>REFERENCES</p> <p>Survey File No 1529 TerraModel File Name</p>	<p>CONSULTANT'S CERTIFICATION</p> <p>DATE</p> <p>CITY AUTHORIZATION</p> <p>DATE</p>	<p><b>Latrobe City</b></p> <p><b>HICKOX STREET, TRARALGON</b> FROM ROSE AVENUE TO TRCR CARPARK CONSTRUCTION OF FOOTPATH</p> <p>DESIGNED <b>LJ HILTON</b> CHECKED DATE OF PLOT 28/2/2012</p>	<p>SCALE</p> <p>HOR 0 25 50 75 VER 0 1 2 3</p> <p>DRAWING No. <b>R511296/12</b></p> <p>SHEET 3 OF</p>

**7.5** **RESPONSE TO 2012/01 - NOTICE OF MOTION - KERBSIDE  
HARD WASTE SERVICE**

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

**1. PURPOSE**

The purpose of this report is to provide information to Council responding to the Notice of Motion on Council's Booked Hard Waste Service for the community.

**2. DECLARATION OF INTERESTS**

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

**3. STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives – Natural Environment*

In 2026, Latrobe Valley enjoys a beautiful natural environment that is managed and protected with respect to ensure a lasting legacy for future generations.

*Shaping Our Future*

An active connected and caring community  
*Supporting all*

*Latrobe City Council Plan 2011 - 2015*

*Strategic Direction – Natural Environment*

Provide and promote environmentally sustainable waste management practices to attain best practice 'final storage quality'.

*Service Provision – Natural Environment*

Implement actions from the Natural Environment Sustainability Strategy 2008-2013 to achieve identified biodiversity and sustainability outcomes.



*Major Initiatives – Landfill Services*

Collect and process municipal waste in accordance with the Latrobe City Council Waste Management Strategy.

*Strategy – Natural Environment*

Natural Environment Sustainability Strategy (2008-2013).  
Latrobe City Council Waste Management Strategy (2010-2017).

*Legislation – Natural Environment*

Local Government Act 1989  
Environmental Protection Act 1970  
Occupational Health and Safety Act 2004

**4. BACKGROUND**

At its 6 February 2012 Ordinary Meeting, Council resolved:

*That the CEO prepare a report to be brought back to the Ordinary Council Meeting on the 19 March 2012 or earlier, highlighting the reasoning why Council can conduct a booked Hard Waste Service for the community, compared to a Kerbside Hard Waste Service.*

This report responds to the Notice of Motion.

After significant consideration of the community feedback regarding the provision of hard waste services to Latrobe City residents, at its 20 April 2009 Ordinary Meeting, Council resolved:

- 1. That Council rescinds its resolution at the Ordinary Council Meeting of 6 October 2008, viz: "That Council surveys residents of Latrobe City Council to gauge the demand for the re-introduction of a Full Kerb Side Hard Waste Collection Service and to include in the survey explanatory notes on the current levels of service, the position taken by WorkSafe and an indication of the likely cost of such a service".*

2. *That commencing in the 2009/10 financial year, Council implement a hard waste service comprising:*
  - a. *Two no charge green waste drop off weekends per annum*
  - b. *Two no charge hard waste drop off weekends per annum*
  - c. *Two annual booked hard waste collections at a charge of \$20 per collection or \$10 per healthcare card holder per annum (these amounts subject to Council's annual budget process).*

This approach for the provision of a hard waste service to Latrobe City residents is in accordance with advice contained within the WorkSafe documents '*Occupational Health and Safety Guidelines for the Collection, Transport and unloading of Non-hazardous Waste and recyclable Materials 2003*' and '*A Guide to the Safe Collection of Hard Waste*' released in November 2008.

Since the 2009/10 financial year hard waste services have been provided to Latrobe City residents in accordance with this resolution.

This practice was again considered during the review of the Latrobe City Council Waste Management Strategy (2010-2017). This review included the current position of WorkSafe and accepted 'best practice' across the municipal waste industry.

At its 6 December 2010 Ordinary Meeting, Council resolved:

*That Council adopts the Latrobe City Council Waste Management Strategy (2010- 2017).*

The adopted Waste Management Strategy (2010-2017) (attached) states '*it is not recommended that the Council change the current system*' being that of the self haul and booked hard waste service currently delivered.

## 5. ISSUES

Council's current residential kerbside hard waste collection service, available to all Latrobe City residents where a kerbside collection service currently exists, allows residents to make a booking for their kerbside hard waste pick-up and provide payment prior to the programmed collection date.

The purpose of this booked service is to enable residents who do not have the ability or resources to self haul their hard waste to a transfer station to utilise Council's 'no charge' hard waste weekends.

The guiding legislation and framework informing the responsible delivery of residential hard waste services by council's within Victoria has remained unchanged.

Latrobe City Council has a legal obligation under the *Occupational Health and Safety Act 2004* to maintain a work environment that is safe and without risk to health as far as practicable. This obligation extends to contractors who are engaged by Latrobe City Council to provide services on behalf of Council. Section 23 of the Act also requires Council to ensure measures are taken to provide safe environments for the public where applicable. This includes mitigating risks caused by the presentation of hard waste materials at the kerbside.

Risk is managed through risk management frameworks, including Council's Risk Management Plan 2011-2014. Risk management employs controls measures to eliminate, reduce and manage identified hazards through policies and procedure, systems and processes to reduce the risk of occurrence and undesirable outcomes.

The Occupational Health and Safety Regulations 2007 (Part 3.1 Manual Handling) require Council to eliminate, as far as is reasonably practicable, the hazards associated with manual handling tasks. As it is not possible to completely eliminate manual handling in providing a hard waste service the Regulations require the employer or contracting agency to:

- Alter the workplace, layout, environment, system of work, change items involved, use mechanical aids, then
- Provide information, instruction or training, and;
- Further work must be undertaken to address posture, movement, forces, duration and frequency and environmental conditions.

As there is little ability to alter the workplace, layout or environment when providing a hard waste collection service, Latrobe City Council has sought to reduce the risk to contractors through:

- Limiting the items that will be collected in a hard waste service,
- Using mechanical aids, unless these incur greater risks such as traffic hazards or increase the risk of crushing,
- Providing clear information and instruction to the customer requesting the service as well as the contractors performing the service,
- Providing training for contractors where required as well as addressing posture, movement and forces through the insistence of safe work method statements for all collections, and;
- Reducing the frequency of the service by providing a booked service which enables a greater level of risk management in respect to methods used to collect specific materials and goods.

This approach is supported by the risk assessment conducted by Echelon for Latrobe City Council in 2006. This assessment concluded that in the comparison of scheduled versus a booked hard waste service, the consequence of the hazard was not likely to change. The likelihood of the hazard however, would be increased in a scheduled service resulting in a higher risk score due to the increased number of collections undertaken.

The WorkSafe handbook, *A Guide to the Safe Collection of Hard Waste 2008* recommends substitution of the scheduled kerbside hard waste service by encouraging residents to self haul materials to a local transfer station.

Recent correspondence from WorkSafe, 17 August 2011 (attached) continued to endorse the current practice of Council:

*'I can confirm the WorkSafe publication "A Guide to the Safe Collection of Hard Waste 2008" provides current guidance and I encourage you to continue to provide your waste collection in accordance with both it and our other guidance material "Non-hazardous Waste and Recyclable Materials 2003".'*

Correspondence from the Gippsland Regional Waste Management Group, 14 February 2012 states that they do not have a formal position on the best method of the provision of hard waste services in the Gippsland Region:

*'We would, however, expect that Councils take into consideration the legislative requirements and the documents that outline a 'best practise approach to providing this service and consider the activity through a risk based approach'*

The primary reason Council is able to conduct a booked Hard Waste Service for the community compared to a scheduled kerbside Hard Waste Service is that reducing the frequency of the service enables a greater level of risk management in respect to methods used to collect specific materials and goods.

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

There are no financial or resource implications resulting from this report.

## **7. INTERNAL / EXTERNAL CONSULTATION**

### *Engagement Method Used:*

Council officers have continued to discuss responsible delivery of Council hard waste services with WorkSafe, EPA Victoria and the Gippsland Regional Waste Management Group to remain updated of any changes to the *Occupational Health and Safety Act 2004*, *Occupational Health and Safety Regulations 2007* and *A Handbook for Workplaces, The Safe Collection of Hard Waste 2008*.

Council officers contacted the Gippsland Regional Waste Management Group to seek confirmation of the preferred method of delivery of hard waste services in Gippsland.

Council officers had written to WorkSafe in July 2011 seeking clarification on Hard Waste Services.

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

The response received from WorkSafe for clarification on Hard Waste Services, dated 17 August 2011, is cited in this report and endorses Council's current hard waste services practice.



## 8. OPTIONS

The following options are available to Council;

- Note the report acknowledging the current Hard Waste Service provided to Latrobe City residents is consistent with legislation and a 'best practice' approach;
- Not note the report acknowledging the current Hard Waste Service provided to Latrobe City residents is consistent with legislation and a 'best practice' approach and seek further information; and
- Not note the report acknowledging the current Hard Waste Service provided to Latrobe City residents is consistent with legislation and a 'best practice' approach.

## 9. CONCLUSION

The primary reason Council is able to conduct a booked Hard Waste Service for the community compared to a scheduled kerbside Hard Waste Service is that reducing the frequency of the service enables a greater level of risk management in respect to methods used to collect specific materials and goods.

Advice from the GRWMG and WorkSafe Victoria recommend council's consider legislative requirements and guidance documents in the delivery of hard waste Services.

Latrobe City Council's current practise for booked kerbside hard waste collection is consistent with the:

- *Occupational Health and Safety Act 2004;*
- *Occupational Health and Safety Regulations 2007,*
- *Occupational Health and Safety Guidelines for the Collection, Transport and unloading of Non-hazardous Waste and recyclable Materials 2003,*
- *A Handbook for Workplaces, The Safe Collection of Hard Waste 2008,*
- *Latrobe City Council Waste Management Strategy (2010-2017).*

## 10. RECOMMENDATION

That Council note the report acknowledging the current Hard Waste Service provided to Latrobe City residents is consistent with legislation and a 'best practice' approach.

**ALTERNATE MOTION**

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

**That the Motion be adopted.**

That Council reinstate a kerbside hard rubbish collection for the 2012/13 financial year.

**For the Motion**

Councillor/s Harriman, O'Callaghan, Kam, Gibson

**Against the Motion**

Councillor/s White, Price, Middlemiss, Lougheed, Vermeulen

**The Mayor confirmed that the Motion had been LOST**

**The original Recommendation became the Motion before the chair.**

**ORIGINAL RECOMMENDATION**

**Moved:** Cr Lougheed  
**Seconded:** Cr White

**That the Recommendation be adopted.**

**That Council note the report acknowledging the current Hard Waste Service provided to Latrobe City residents is consistent with legislation and a 'best practice' approach.**

**For the Motion**

Councillor/s White, O'Callaghan, Price, Middlemiss, Lougheed, Vermeulen

**Against the Motion**

Councillor/s Harriman, Kam, Gibson

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

ATTACHMENT

.

222 Exhibition Street Melbourne VIC 3000  
GPO Box 4306 Melbourne VIC 3001  
Tel/ 03 9641 1555 Fax/ 03 9641 1222  
[worksafe.vic.gov.au](http://worksafe.vic.gov.au)

**Work** 

17 August 2011

Reference: H09/01160

Paul Buckley  
Chief Executive Officer  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

Dear Mr Buckley

**Kerbside Hard Waste Service**

I refer to your letter of 25 July addressed to WorkSafe Chief Executive Greg Tweedy in which you raise concerns regarding the currency of the WorkSafe publication "*A Guide to the Safe Collection of Hard Waste 2008*" and comments made on ABC radio, attributed to WorkSafe, by

In relation to reported comments, I can advise that has not been an employee of WorkSafe since mid 2007 and her comments were not authorised by WorkSafe.

I can confirm the WorkSafe publication "*A Guide to the Safe Collection of Hard Waste 2008*" provides current guidance and I encourage you to continue to provide your waste collection in accordance with both it and our other guidance material "*Non-hazardous Waste and Recyclable Materials 2003*".

Yours faithfully

  
Ian Forsyth  
Acting Chief Executive  
Victorian WorkCover Authority

LATROBE CITY COUNCIL	
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GIPPSLAND REGIONAL WASTE  
MANAGEMENT GROUP

GRWMG

Email: [eogrwmg@dcsi.net.au](mailto:eogrwmg@dcsi.net.au)

Telephone: 03 5633 2744

PO Box 444, Trafalgar 3824

[www.grwmg.vic.gov.au](http://www.grwmg.vic.gov.au)

ABN 61 143 636 281

Ref No:531

14 February 2012

Mr Paul Buckley  
Chief Executive Officer  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

Dear Mr Buckley *Paul*

### PROVISION OF HARD WASTE SERVICES

I provide this letter following a request from your organisation for the Gippsland Regional Waste Management Group's (the Group's) position on the best method of the provision of Hard Waste Services in the Gippsland Region. Currently the Group has no formal position on how this service should be delivered to the community of Gippsland. This is because we have no jurisdiction or legislative scope to make these recommendations to or on behalf of Council in these matters.

We would, however, expect that our member Councils take into consideration their legislative requirements and the documents that outline a 'best practice' approach to providing this service and consider the activity through a risk based approach. The most pertinent documents in the safe provision of a Hard Waste Service are (in order of importance);

- *Occupational Health & Safety Act 2004;*
- *Occupational Health & Safety Regulations 2007 (inclusive of Manual Handling Regulations);*
- *Occupational Health and Safety Guidelines for the Collection, Transport and Unloading of Non-hazardous Waste and Recyclable Materials 2003; and*
- *Handbook for Work Places, The Safe Collection of Hard Waste 2008.*

I understand that there have been extensive discussions with Worksafe Victoria since 2004 and that the service currently provided by Latrobe City Council seeks to best meet these requirements.

Should you have any queries, please do not hesitate to contact me directly.

Yours sincerely

MATTHEW PEAKE  
Executive Officer

Cc: Peter Quigley  
Deirdre Griepsma



A handbook  
for workplaces

# Safe collection of hard waste

Edition No. 1  
November 2008



This handbook has been developed by WorkSafe Victoria in conjunction with industry stakeholders, including waste industry associations, waste and recycling employers, local government and unions.

It provides employers, contractors and councils working in the waste collection industry with information on how to safely collect domestic hard waste and bundled green waste. The guidelines apply to collections arranged privately and those provided by councils. They do not apply to the collection of industrial waste, construction waste or scrap metal, but the information may be useful when undertaking this work.

This handbook does not provide general advice on risk management or compliance with the *Occupational Health and Safety Act 2004* (the OHS Act). This information is available in a range of existing publications at [worksafe.vic.gov.au](http://worksafe.vic.gov.au).

The advice in this handbook is recognised by the waste management industry as current good practice. However, employers have responsibility to continuously improve and update management of occupational health and safety.

Risks to the safety of the public from collection practices is an area of significant concern and must be considered when designing collection schedules and providing instruction to residents about placing waste on the kerb for collection. This handbook does not explicitly address these risks. Broadly it is recommended that:

- waste be placed on kerbs for a minimum period
- hard waste is stored and collected from within the property for at-call services
- residents are clearly instructed on what hazardous waste will not be collected
- residents are provided with alternative collection methods (eg information about collection companies and locations of garbage tips) and contacts for hazardous waste such as the Sustainability Victoria 'Detox Your Home' program or Mobile Muster
- councils respond promptly to hazardous waste placed on the kerb.

## Recommended safe collection practices

The solutions for identified hazards recommended in this handbook may not be appropriate for all conditions where hard waste is collected. Councils and collectors need to assess their own circumstances and apply the safest collection practice. Issues to consider in determining the safest collection practices are the:

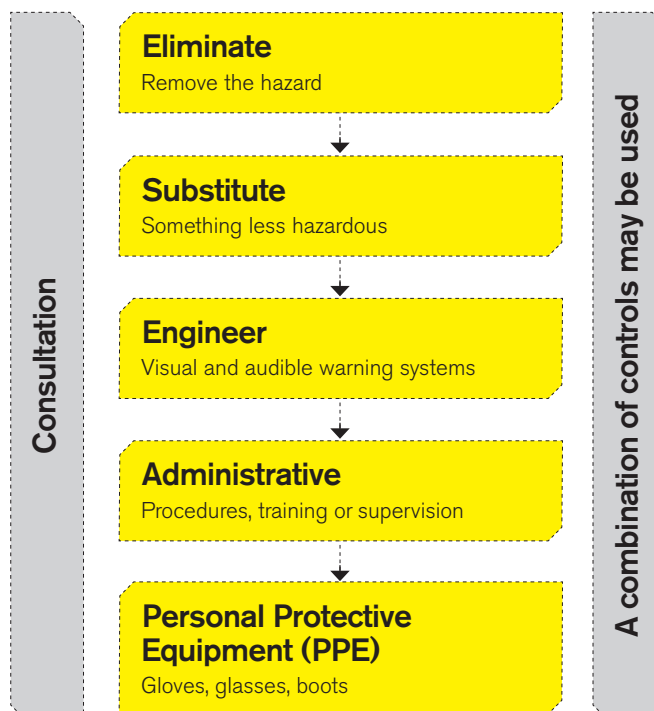
- physical environment in which waste is collected
- type of waste collected
- methods of collection used.

## How to use this handbook

Section 2 of this handbook, '**Hard waste collection – hazards and controls**' applies a risk management approach incorporating the hierarchy of control (see Figure 1) to address specific hazards. Elimination of hazards is the preferred approach but where that is not reasonably practicable, lower order controls need to be implemented to reduce the risk so far as reasonably practicable. The recommended process for using this handbook is:

1. Identify hazards associated with your collection practices.
2. Find the identified hazard in the table.
3. Eliminate the hazard where practicable.
4. If elimination is not reasonably practicable, implement lower order risk control methods.




**Figure 1: Hierarchy of control**














# 2.





# Hard waste collection – hazards and controls

Hazard	Source	Example	Recommended hazard control			
			Elimination	Engineering	Administration	Personal protection
Manual handling	Large, bulky and awkward items		Encourage residents to self transfer oversize waste to transfer station	<p>Ensure all lifting devices are fit for purpose</p> <p>Lift heavy or bulky waste above waist height using a lifting cradle attached to bin lifters</p> <p>Use trolleys to transfer waste for loading</p> <p>Use tailgate lifter</p>	<p>Establish and apply a knock-back policy for overweight/ oversize items</p> <p>Educate residents on unacceptable waste</p> <p>Organise training in and encourage use of two-man lifts</p>	Gloves
	Manual handling of loose waste into compactor		<p>Encourage residents to self transfer waste to transfer station</p> <p>Use mechanised collection for green waste</p> <p>Collect loose waste as part of regular domestic collection</p>		<p>Organise training in safe lifting and load assessment</p> <p>Establish and apply a policy of minimum acceptable size for collection</p> <p>Issue a requirement that residents:</p> <ul style="list-style-type: none"> <li>• bag small waste items</li> <li>• bundle or tie green waste</li> </ul>	Gloves
Lacerations	Sharp waste		Containerise waste		<p>Issue a requirement that residents wrap sharp waste (eg glass)</p> <p>Issue a requirement that residents bundle or tie branches</p>	<p>Gloves</p> <p>Long pants</p> <p>Long sleeved shirts</p>




Hazard	Source	Example	Recommended hazard control			
			Elimination	Engineering	Administration	Personal protection
<b>Noise</b>	Compactor components clash together  Motor is not geared correctly		Reduce noise exposure limits to less than 85 dB(A) per eight hours of exposure	Align components to prevent scraping  Ensure motor is working efficiently	Make sure collectors stand forward and away from bowl during compaction.  Establish a job rotation system	
<b>Slips and trips</b>	Slippery/uneven surfaces  Rushing				Ensure adequate time is allowed for collection  Ensure collection takes place during daylight hours or that adequate lighting is provided  Organise training in site risk assessment	Enclosed non-slip foot wear
	Waste on pathways		Collect from within property lines		Educate residents on safe placement of waste  Establish a surveillance program for compliance and enforcement  Ensure waste is not placed on kerb before the nominated collection date  Collect waste within five days	

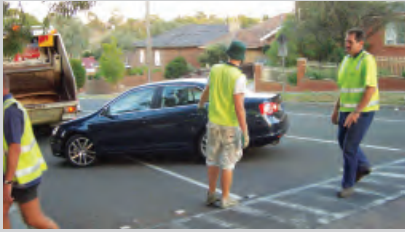
Hazard	Source	Example	Recommended hazard control			
			Elimination	Engineering	Administration	Personal protection
Falls from heights	Fall from vehicle		Prohibit riding on external parts of vehicles	Transport crew in the truck cabin  Transport crew in crew carriers that include a safety bar, warning device and seat belt  Ensure mirrors, cameras and communication devices allow communication between driver and jockey		
	Accessing the vehicle roof while away from the depot		Perform all work at depot  Work at ground level or on a solid surface (eg vehicle platform)	Use passive fall prevention system (eg scaffolding)  Fit a safety rail (minimum 100mm high) around the perimeter of the roof  Install fixed/portable ladders	Designate pedestrian 'No-Go' zones  Use travel restraint systems	
Compactor Entry	Contamination of the atmosphere of the internal body cavity		Clean and maintain from outside the compactor		Develop a system of work that eliminates the need to enter the space  Adopt a Lock Out Tag Out process  Actively supervise during access	<b>Note:</b> spaces where respirators are required are not to be entered at any time




Hazard	Source	Example	Recommended hazard control			
			Elimination	Engineering	Administration	Personal protection
Plant	Crushing in compactor Crushing by tailgate			<p>Install emergency stop interlock systems that trigger on entry to the internal body cavity</p> <p>Install visual or audible warning systems that trigger when tailgate has left the locked position</p> <p>Ensure mirrors, cameras and communication devices allow communication between driver and jockey</p>	<p>Prohibit riding in bowl</p> <p>Prohibit adding to bowl when compaction in progress</p>	High visibility clothing with reflectors
	Burns due to failure of hydraulic hoses and piping			<p>Ensure pipes and hoses do not come into contact with hot surfaces, friction or other impact that might cause damage</p>	<p>Regularly inspect and maintain hoses and fittings</p> <p>Complete a pre-start safety checklist</p>	<p>Long sleeved shirt</p> <p>Long pants</p> <p>Gloves</p> <p>Safety glasses</p>
	Ejection of dust and flying particles		Containerise or encapsulate waste	<p>Provide air extraction or pressurised cabins with filtered air</p>	Stand forward of compactor during compaction cycle	Safety glasses

Hazard	Source	Example	Recommended hazard control			
			Elimination	Engineering	Administration	Personal protection
Environmental hazards	Extreme temperature UV exposure Sun glare reducing visibility		Use mechanised collection methods  Do not collect during hours of extreme heat or cold	Use airconditioning to provide controlled thermal environments	Provide clean drinking water Rotate tasks through crew Schedule rest breaks	UV rated clothing Sunscreen Hat with neck cover Tinted protective glasses Safety glasses
	Reduced visibility due to fading light		Conduct collection during times of reasonable visibility	Fit trucks with side lights to illuminate waste on kerb		
	Spillage of waste during transport		Prohibit collection of liquid waste  Refer to council for collection information			
	Waste entering drains		Collect from within property line  Encourage residents to containerise waste		Ensure waste is not placed on kerb before the nominated date for collection  Collect waste within five days	



Hazard	Source	Example	Recommended hazard control			
			Elimination	Engineering	Administration	Personal protection
<b>Biological hazards</b>	Inadvertent collection of biological waste		Prohibit collection of biological waste Refer to council for collection information			
	Exposure of public to waste placed on kerb		Prohibit placing out of biological waste	Place biological waste in dedicated containers	Educate residents Establish and apply a knock-back policy for biological waste Establish a surveillance program for compliance and enforcement	
<b>Fatigue</b>	Temperature extremes Shift rotations Running between loads		Use mechanised collection methods	Use airconditioning to provide comfortable thermal environments	Schedule rest breaks Discourage work practices that lead to rushing or overwork Provide clean drinking water Rotate tasks through crew	

Hazard	Source	Example	Recommended hazard control			
			Elimination	Engineering	Administration	Personal protection
<b>Hazardous substances and dangerous goods</b>	<p>Inadvertent collection of hazardous substances and dangerous goods</p> <p>Exposure of public to hazardous substances and dangerous goods placed on kerb</p>		<p>Encourage residents to self transfer waste to transfer station</p> <p>Prohibit collection of hazardous substances and dangerous goods</p> <p>Request immediate removal by residents</p> <p>Request council arrange alternative collection 24 hours from notification</p>		<p>Educate residents</p> <p>Establish and apply a knock-back policy for hazardous substances and dangerous goods</p> <p>Establish a surveillance program for compliance and enforcement</p> <p>Organise training in identification of hazardous substances</p> <p>Provide information on alternative collection methods</p>	<p>Gloves</p> <p>Masks</p> <p>Safety glasses</p> <p><b>Note:</b> collection of waste requiring the use of respiratory protective devices is not to be undertaken.</p>
<b>Occupational violence</b>	<p>Residents</p> <p>Scavengers</p> <p>Other road users</p>		<p>Encourage residents to self transfer waste to transfer station</p>	<p>Provide mobile phones</p>	<p>Educate residents on restrictions and times</p> <p>Avoid collecting during busy times</p> <p>Ensure waste is not placed on kerb before the nominated collection date</p> <p>Collect waste within five days</p>	

Hazard	Source	Example	Recommended hazard control			
			Elimination	Engineering	Administration	Personal protection
Traffic management	Other road users Poor visibility		Do not collect during busy times of road use  Implement parking restrictions during collection times	Ensure rear cameras/mirrors are in good condition  Fix guards at rear wheels and hazardous access points  Install a speed limiting device  Install reversing warning beepers	Collect from one side of the road only  Allow two-sided collection only where the truck blocks the roadway, including cyclist traffic  Use a trained 'spotter' during reversing  Put caution signs at front and rear of vehicle  Use lights and LED signs	High visibility clothing with reflectors
	Waste stacked and reducing visibility		Prohibit stacking waste near high risk traffic areas (e.g. school crossings, intersections)		Educate residents on waste placement	
Electrical hazards	Side or rear lifting arm working near overhead powerlines		Ensure designated pick ups are clear of overhead powerlines  Consult Energy Safe Victoria for advice	Modify waste vehicle lifting mechanism to reduce its design envelope		



# 3.

# Information and guidance

## General

- Employees can contact their union or industry association
- Employers can contact their industry association
- WorkSafe Victoria advice and publications, toll free 1800 136 089 or email [info@worksafe.vic.gov.au](mailto:info@worksafe.vic.gov.au)
- Visit [worksafe.vic.gov.au](http://worksafe.vic.gov.au)

## Legislation

*Occupational Health and Safety Act 2004*

*Occupational Health and Safety Regulations 2007*

For copies of the OHS Act or Regulations go to [dms.dpc.vic.gov.au](http://dms.dpc.vic.gov.au) or contact Information Victoria on 1300 366 356.

## WorkSafe publications

*Consultation on health and safety: A handbook for workplaces*

*Your health and safety guide to consultation*

*Your health and safety guide to managing young workers*

*Safety tips for young workers*

*Safe handling of industrial waste*

*Non hazardous waste and recyclable materials*

*Prevention of falls in the transport of waste and recyclables*

*Waste industry guide for working near overhead cables*

*Waste collection: Reducing the risks of reversing*

*Controlling OHS hazards and risks: A handbook for workplaces*

*Your health and safety guide to confined spaces*

## Useful websites

Sustainability Victoria – [sustainability.vic.gov.au](http://sustainability.vic.gov.au)

Australian Standards – [standards.org.au](http://standards.org.au)

Australian Transport Safety Bureau – [atsb.gov.au](http://atsb.gov.au)

Vicroads – [vicroads.vic.gov.au](http://vicroads.vic.gov.au)

## WorkSafe Victoria

### Advisory Service

222 Exhibition Street  
Melbourne 3000

Phone.....03 9641 1444

Toll-free.....1800 136 089

Email.....info@worksafe.vic.gov.au

### Head Office

222 Exhibition Street  
Melbourne 3000

Phone.....03 9641 1555

Toll-free.....1800 136 089

Website.....worksafe.vic.gov.au

### Local Offices

Ballarat.....03 5338 4444

Bendigo.....03 5443 8866

Dandenong.....03 8792 9000

Geelong.....03 5226 1200

Melbourne  
(628 Bourke Street).....03 9941 0558

Mildura.....03 5021 4001

Mulgrave.....03 9565 9444

Preston.....03 9485 4555

Shepparton.....03 5831 8260

Traralgon.....03 5174 8900

Wangaratta.....03 5721 8588

Warrnambool.....03 5564 3200



# R E P O R T

## Latrobe City Council Waste Management Strategy 2010 – 2017

### Prepared For

Latrobe City Council  
PO Box 264  
Morwell 3840

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Level 12, 501Swanston Street  
Melbourne, VIC 3000  
P. 03 8676 1200 | F. 03 8676 1201  
[www.meinhardtgroup.com](http://www.meinhardtgroup.com)



# Latrobe City Council Waste Management Strategy 2010 – 2017

Rev. no.	Document purpose	Project Engineer(s) / Scientist(s)	Reviewer	Approved for issue		
				Approved by	Signature	Date
01	Draft	David Garner	Gareth Williamson	Gareth Williamson		27th July 2010
02	Draft	Deirdre Griepsma	BNES Team/SSG, LCC	BNES Team, LCC		7th Aug 2010
03	Draft	David Garner	Gareth Williamson	Gareth Williamson		12th Aug 2010
04	Draft	Deirdre Griepsma	Exec Team, LCC	Exec Team, LCC		20th Aug 2010
	Final report	Deirdre Griepsma	Exec Team, LCC	Latrobe City Council		6th Dec 2010

# EXECUTIVE SUMMARY

Latrobe City Council has created this *Waste Management Strategy (WMS)* to provide sustainable solutions to the collection, disposal and resource recovery of waste. The *WMS* describes strategies and actions to be undertaken by Council over the next seven years (2010 – 2017) and its key aims are to guide the development and improvement of current waste management practices.

The future directions of waste management within the municipality need to be consistent and work towards those of the Gippsland region and Victoria as a whole. As such, the key drivers for the strategy are:

- Government policies and commitments relating to the targets set down in the Towards Zero Waste Strategy<sup>1</sup>;
- The need to deal with the projected population increases and economic growth of Latrobe City, the Gippsland region and Victoria in terms of sustainable outcomes for waste and materials recovery; and
- Government policies seeking to increase energy generation from renewable sources.

The management of waste, including kerbside collection and disposal, hard waste, green waste, litter and street litter bins, landfill and waste education is a major component of the Council's annual budget. The *WMS* provides a structure for waste management in Latrobe City to be undertaken in an appropriate and transparent manner.

To create an informed *WMS*, analysis of the current waste management system was undertaken. This includes a review of the contracts, costs and tonnages arising from each area across the Latrobe City waste collection and disposal systems. The information was used to provide a range of predictions for both cost and tonnages of waste and recyclables across Latrobe City until 2020. Based upon the review of the current system and the implications of the future predictions key issues were identified that Latrobe City Council should focus upon.

The *WMS* focuses on key areas for the Council to achieve its goals as set out in Latrobe 2026: The Community Vision for Latrobe Valley. Principal amongst these are sustainability, liveability and the provision of collaborative and inclusive leadership. Each area of waste management activity is discussed and an action plan developed from the range of recommendations. This provides Council with opportunities to improve its current waste management system. The key focus areas within this report are:

- Individual facility cost;
- Individual facility tonnage arising per waste stream collected;
- Waste Education Plan review and focus upon:
  - Community education and participation in waste management
  - Increased community awareness of sustainable waste generation practises
  - Increasing capture of recyclable materials; and
  - Reduction of contamination in recyclable collection systems.
- Enforcement plans to identify a flow of actions for persistent:
  - Littering and illegal dumping; and

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<sup>1</sup> Sustainability in Action: Towards Zero Waste Strategy, Victorian government 2005

- Failure to use the kerbside collection bins correctly.
- Transfer station management and infrastructure;
- Green waste collection centre provision and contracts;
- Advanced waste treatment;
- Kerbside Collection bin size and contracts;
- Creation of a littering and illegal dumping plan;
- Provision of Public Place Recycling across Latrobe City; and
- Landfill.

# TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>i</b>
<b>1. Introduction .....</b>	<b>1</b>
<b>1.1. Purpose .....</b>	<b>1</b>
<b>1.2. Overview of Municipality .....</b>	<b>1</b>
<b>1.3. Overview of Waste Management .....</b>	<b>2</b>
<b>1.4. Waste Management Services Overview .....</b>	<b>4</b>
<b>2. Strategic Framework .....</b>	<b>6</b>
<b>2.1. Strategic Context .....</b>	<b>6</b>
<b>2.2. Significant Federal and State Legislation and Policies .....</b>	<b>7</b>
<b>2.3. Regional Waste Management Group and Local Council strategies .....</b>	<b>8</b>
<b>3. Current Waste Management .....</b>	<b>11</b>
<b>3.1. Introduction to Waste Management Operations .....</b>	<b>11</b>
<b>3.2. Waste Education Plan .....</b>	<b>14</b>
<b>3.3. Litter Management .....</b>	<b>14</b>
<b>3.4. Waste Infrastructure and Contracts .....</b>	<b>15</b>
<b>3.5. Waste Quantities .....</b>	<b>17</b>
<b>3.6. Hyland Highway Landfill Waste Predictions .....</b>	<b>19</b>
<b>3.7. Waste Composition Information .....</b>	<b>21</b>
<b>4. Key Issues .....</b>	<b>27</b>
<b>4.1. Waste Information .....</b>	<b>27</b>
<b>4.2. Waste Disposal / Treatment .....</b>	<b>27</b>
<b>4.3. Advanced Waste Treatment (AWT) .....</b>	<b>30</b>
<b>4.4. Kerbside Collection .....</b>	<b>31</b>
<b>4.5. Hard Waste .....</b>	<b>33</b>
<b>4.6. Waste Transfer Stations .....</b>	<b>34</b>
<b>4.7. Green Waste Collection Centres (GWCC) .....</b>	<b>36</b>
<b>4.8. Littering and Illegal Dumping .....</b>	<b>38</b>
<b>5. Action Plan .....</b>	<b>40</b>
<b>5.1. Objectives and Priorities .....</b>	<b>40</b>
<b>5.2. Action Plan .....</b>	<b>40</b>
<b>6. References .....</b>	<b>45</b>

## List of Figures

Figure 2-1	Interlinking of Legislation, Policies and Plans .....	6
Figure 2-2	Waste Management Hierarchy .....	7
Figure 4-3	Cost of disposal for predicted garbage arisings 2010 - 2020 .....	28

## List of Tables

Table 1-1	Population and Households – Current and Projected .....	2
Table 1-2	Commercial and Non-residential properties in the municipality .....	3
Figure 2-1	Interlinking of Legislation, Policies and Plans .....	6
Figure 2-2	Waste Management Hierarchy .....	7
Table 3-1	Current Council Waste Services to Residential Properties 2009/10.....	12
Table 3-2	Current Council Waste Services to Non-residential properties 2009/10.....	12
Table 3-3	Summary of Other Collection Systems .....	13
Table 3-4	Waste management facilities within Latrobe City Council .....	15
Table 3-5	Overview of Waste management contracts .....	16
Table 3-6	Quantities of Municipal Waste and Recyclable Materials Collected in 2009/10 . .....	17
Table 3-7	Projections for Waste and Recyclables in the Municipality .....	18
Table 3-8	Projections for the cost of Landfilling to Council 2010 -2020 .....	19
Table 3-9	Predicted tonnages of Garbage to Hyland Highway Landfill 2010-2020 .....	20
Table 3-10	Composition of Weekly Kerbside Collected Household Garbage 2009.....	21
Table 3-11	Composition of Kerbside Collected Recyclables .....	22
Table 3-12	Composition of kerbside collected Green Organics.....	23
Table 3-13	Collection source and tonnages of material composted 2009/10 .....	23
Table 3-14	Percentage of recyclable materials to residual materials in public litter bins at Stockland Shopping centre, Traralgon 2009.....	23
Table 3-15	Materials received and recycled at Council waste transfer stations .....	24
Table 3-16	Percentage of recyclable materials in waste skips at Morwell and Traralgon transfer stations, 2009.....	25
Figure 4-3	Cost of disposal for predicted garbage arisings 2010 - 2020 .....	28
Figure 4-2	Garbage and recycling predictions for Latrobe City under no change and an increased recycling scenarios .....	29
Table 4-3	Assessment of cost of waste disposal to customer and to the Council at Landfill. ....	36
Table 5-1	Action Plan .....	40

## Appendices

APPENDIX A - KEY FEDERAL AND STATE LEGISLATION AND POLICIES AND OTHER INITIATIVES.....	47
APPENDIX B - INTERIM HARD WASTE COLLECTION .....	48
APPENDIX C – VICTORIAN LITTER STRATEGY 2009, CREATING CLEANER, SAFER PLACES SUMMARY .....	49
APPENDIX D – WASTE EDUCATION PLAN.....	50



## List of Acronyms used

<b>AWT</b>	Advanced Waste Treatment
<b>C&amp;D</b>	Construction and Demolition (waste)
<b>C&amp;I</b>	Commercial and Industrial (waste)
<b>DSE</b>	Department of Sustainability and Environment (Victoria)
<b>Hh</b>	Household (as in per Household)
<b>EPA</b>	Environment Protection Authority Victoria
<b>GRWMG</b>	Gippsland Regional Waste Management Group
<b>GWCC</b>	Green Waste Collection Centre
<b>MGB</b>	Mobile Garbage Bin (i.e. wheelie bin)
<b>MAV</b>	Municipal Association of Victoria
<b>MRF</b>	Materials Recovery Facility
<b>MSW</b>	Municipal Solid Waste
<b>NPC</b>	National Packaging Covenant
<b>PPR</b>	Public Place Recycling
<b>pP</b>	per Person or Resident
<b>RWMG</b>	Regional Waste Management Group
<b>SMEs</b>	Small to Medium Sized Enterprises
<b>SV</b>	Sustainability Victoria
<b>TS</b>	Transfer Station
<b>TZW</b>	Towards Zero Waste
<b>VLAA</b>	Victorian Litter Action Alliance
<b>WMS</b>	Waste Management Strategy

# 1. Introduction

## 1.1. Purpose

The *Waste Management Strategy* has been developed to provide sustainable solutions for the collection, disposal and resource recovery from waste generated within our community. Sustainable approaches to waste management need to be integrated into all future policies, strategies and planning decisions made by Council.

The WMS describes strategies and measurable actions to be undertaken by the Council over the next seven years (2010 – 2017) and its key aim is to guide the development and make improvements to the current waste management practices.

The future directions of waste management within this municipality need to be consistent with and work towards those of the Gippsland region and Victoria as a whole. As such, the key drivers for this strategy are:

- Government policies relating to the Towards Zero Waste Strategy and targets;
- Gippsland Regional Waste Management Group (GRWMG) policies and targets as detailed in the Gippsland Regional Waste Management Plan 2007 and the Draft Business Plan 2010-11 to 2012-13;
- The need to plan for with the projected population increases and economic growth of Latrobe City, in terms of sustainable outcomes for waste and materials recovery;
- The need to conserve airspace at the Hyland Highway landfill to ensure the necessary longevity of use; and
- The need to manage and reduce greenhouse gas emissions, energy use and water consumption.

The management of waste including kerbside collection and disposal, hard waste, street sweeping and litter and other waste clearance activities make up over \$6.9million of Council's annual budget. The WMS provides a structure for waste management in Latrobe City to be supervised in an appropriate and transparent manner, which includes the mitigation of risks wherever possible.

## 1.2. Overview of Municipality

Latrobe City covers an area of 1,422 km<sup>2</sup> and has an estimated population of 72,930<sup>2</sup> up from the 69,329<sup>3</sup> as reported in the census of 2006. The City is located in the State of Victoria, 150km east of Melbourne. The Latrobe region is a resource rich area, with abundant forest and brown coal resources, water resources and rich agricultural land. The area was initially developed in the 1880's as an agricultural and forestry area and was noted for its cattle runs.

The dairy and beef cattle industries to this day contribute significantly to Victoria's agricultural standing. Other major industries in the area include the Australian Paper Pulp and Paper Manufacturing Mill at Maryvale, Monash University and the Central Gippsland

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<sup>2</sup> Figures from Victoria in Future predictions <http://tinyurl.com/DSEdata>

<sup>3</sup> 2006 Census, Australian Bureau of Statistics website [www.censusdata.abs.gov.au](http://www.censusdata.abs.gov.au)

Institute TAFE, the Australian Securities Commission's National Information Processing Centre and Victoria's four major power generators. Electricity generated from brown coal mined in the area represents 95% of all electricity generated in the State of Victoria.

## 1.3. Overview of Waste Management

The Council provides 97.5% of households within the municipality with a kerbside waste collection service, which consists of:

- Weekly collection of garbage in a 120 litre mobile garbage bin (MGB) with a red lid;
- Fortnightly collection of recyclables in a 240 litre MGB with yellow lid; and
- Fortnightly collection (on the alternate week to the recycling) of garden or green waste in a 240 litre MGB with a lime green lid.

Council also provides four waste transfer stations for residential and commercial self haul of non-green waste materials. These are located at Traralgon, Morwell, Moe and Yinnar.

Green waste materials are not accepted at the waste transfer stations and can be taken to one of the three green waste collection centres provided by Council at Traralgon, Morwell and Moe. Commercial green waste can only be presented at the Morwell site; where processing of all green waste material is also undertaken.

An 'at call' hard waste collection service is provided to all members of the community twice a year for a cost of \$20 per pick up; concession card holders receive the service for \$10 per pick up. Two no charge hard waste weekends are provided each year for residents to self haul their waste to the transfer stations. Two self haul no charge green waste weekends are also provided each year.

### 1.3.1. Local Population Characteristics

Latrobe City has four major urban centres: Churchill, Moe/Newborough, Morwell and Traralgon, with smaller townships of Boolarra, Glengarry, Toongabbie, Tyers, Traralgon South, Yallourn North and Yinnar.

**Table 1-1 Population and Households – Current and Projected**

	2006 (last census)		2010 (estimated <sup>4</sup> )		2015 (Projected <sup>5</sup> )		2020 (Projected <sup>6</sup> )	
	Population (Pop)	Households (Hh)	Pop	Hh	Pop	Hh	Pop	Hh
Number	69,329	30,230	72,930	30,388	74,451	32,255	75,934	33,405
Growth Rate (compared to 2006)	-	-	5%	1%	7%	7%	10%	11%

<sup>4</sup> Figures from Victoria in Future predictions <http://tinyurl.com/DSEdata>

<sup>5</sup> Figures provided by Latrobe City Council <http://www.latrobe.vic.gov.au/>

<sup>6</sup> Figures provided by Latrobe City Council <http://www.latrobe.vic.gov.au/>

## 1.3.2. Non-residential properties and commercial and public sector organisations operating in the municipality

Council also provides waste and recyclables collection services to non-residential properties such as schools, care facilities (elderly and child) and small commercial premises such as shops and offices. Providing a co-mingled recyclables collection service to these properties and organisations increases the amount of waste diverted from landfill.

An overview of the number and type of commercial and non-residential properties and organisations is detailed below in Table 1-2.

**Table 1-2 Commercial and Non-residential properties in the municipality**

	2010 or most recent council survey	Growth rate	2015 (Projected)
Type of commercial and/or non-residential facility	Number of Commercial Properties	(%)	Number of Commercial Properties
Retail premises with under 10 employees	245	14%	278
Elderly residential care facilities with more than 20 residents	4	50%	6
Schools with more than 200 pupils	4	0%	4
Industrial manufacturing facility with over 20 employees	5	60%	8

## 1.3.3. Key Issues for the municipality of Latrobe City Council

Council has highlighted a number of key areas of focus for the waste management strategy, including:

- Review of the current kerbside collection system to ensure best value principles are met;
- Review of the waste transfer stations and their usage;
- Review of the green waste centres stations and their usage;
- Review of the current provision of hard waste collection services; and
- Analysis of the current and predicted waste arising and the resulting implications for Council waste management infrastructure, particularly at the Hyland Highway landfill site.

## 1.4. Waste Management Services Overview

The WMS incorporates the strategies and actions for the management of a variety of waste materials. The focus of the strategy is on Municipal Solid Waste (MSW) although, where appropriate, the strategy addresses opportunities to increase resource recovery from Commercial and Industrial (C&I) waste and Construction and Demolition (C&D) waste.

### 1.4.1. Local Waste Management

Waste management in Council covers the strategy setting and management of a wide range of activities including:

- Collection of waste and recyclables at the kerbside in MGBs (wheelie bins), including:
  - Co-mingled recyclables;
  - Green organics; and
  - Garbage (residual waste);
- Hard waste;
- Public litter collection (public litter bins);
- Street and CBD footpath sweeping;
- Collection of illegally dumped waste;
- Collection of waste and recyclables generated at public events;
- Management and operation of four waste transfer stations;
- Management and operation of three green waste collection centres;
- Processing of green waste;
- Collection of E-waste and process management at Council transfer stations;
- Collection and management of drop-off household hazardous/toxic waste (e.g. household chemicals, motor oils, paint, car batteries, gas bottles etc) at the Morwell waste transfer station 'Detox Your Home' facility; and
- Management and operation of the Hyland Highway landfill, including cell design, construction, rehabilitation and green house gas management.

The majority of these activities are undertaken under contract by commercial service providers. The cost of providing these services for the 2010/2011 year is expected to be in excess of \$6.9 million.

### 1.4.2. Previous Waste Management Strategy

This Waste Management Strategy has been developed to review and update the previous 2003 *"Latrobe City Council Waste Management Strategy"*. The key objectives and targets of the previous waste management strategy have been summarised below:

- Formally adopt the State Government target set out in 'Towards Zero Waste'<sup>8</sup> of a 45% recovery rate in household waste by 2008;
- Offer a single standard service for the whole of Latrobe which does not differentiate between Urban and Rural areas;
- Waste collection service be amended to:
  - Weekly 120L MGB Garbage collection;
  - Fortnightly 240L MGB Co-mingled recyclables collection;
  - Fortnightly 240L MGB green waste collection; and
  - Kerbside hardwaste collection not proposed.

<sup>7</sup> Abraxa Management Consulting: *Latrobe City Council Waste Management Strategy* July 2003

<sup>8</sup> <http://www.sustainability.vic.gov.au/www/html/1344-towards-zero-waste.asp>

- Introduce a small number of exemptions or extra servicing for pertinent groups throughout the community and cover the cost of providing extra services with an additional service charge;
- Outsource kerbside collections and transfer station operations;
- Co-tender the collection of co-mingled recyclables with the operation of transfer stations to maximise the synergies between the two and to obtain the required expertise to manage these services;
- Extend the opening hours of Moe and Traralgon transfer stations from 2 days a week to 7 days a week and discontinue the use of the Dasma transfer station at Morwell;
- Prohibit the disposal of green waste at the transfer stations and utilise the Morwell landfill for the disposal of this material. It is stated that this arrangement would provide Latrobe City with the flexibility to utilise a regional green waste processing facility, currently being investigated by the GRWMG, if and when it becomes available;
- Implement strategies to prolong the life of the Morwell landfill site;
- Investigate three prospective landfill sites concurrently for development potential at Yallourn Energy (Hernes Oak), Morwell or Loy Yang overburden, in order to satisfy the ongoing requirement for access to a landfill site in Latrobe; and
- Raise the domestic garbage charge to reflect the true cost of waste disposal.

The previous Waste Management Strategy did not contain an Action Plan for recommendations to be implemented. Since the previous waste management strategy was undertaken there have been significant changes in the waste management infrastructure and services in the municipality with a number of the recommendations being taken into account, forming an action plan. The current waste management services provided by Latrobe City Council are summarised in Section 3.

## 2. Strategic Framework

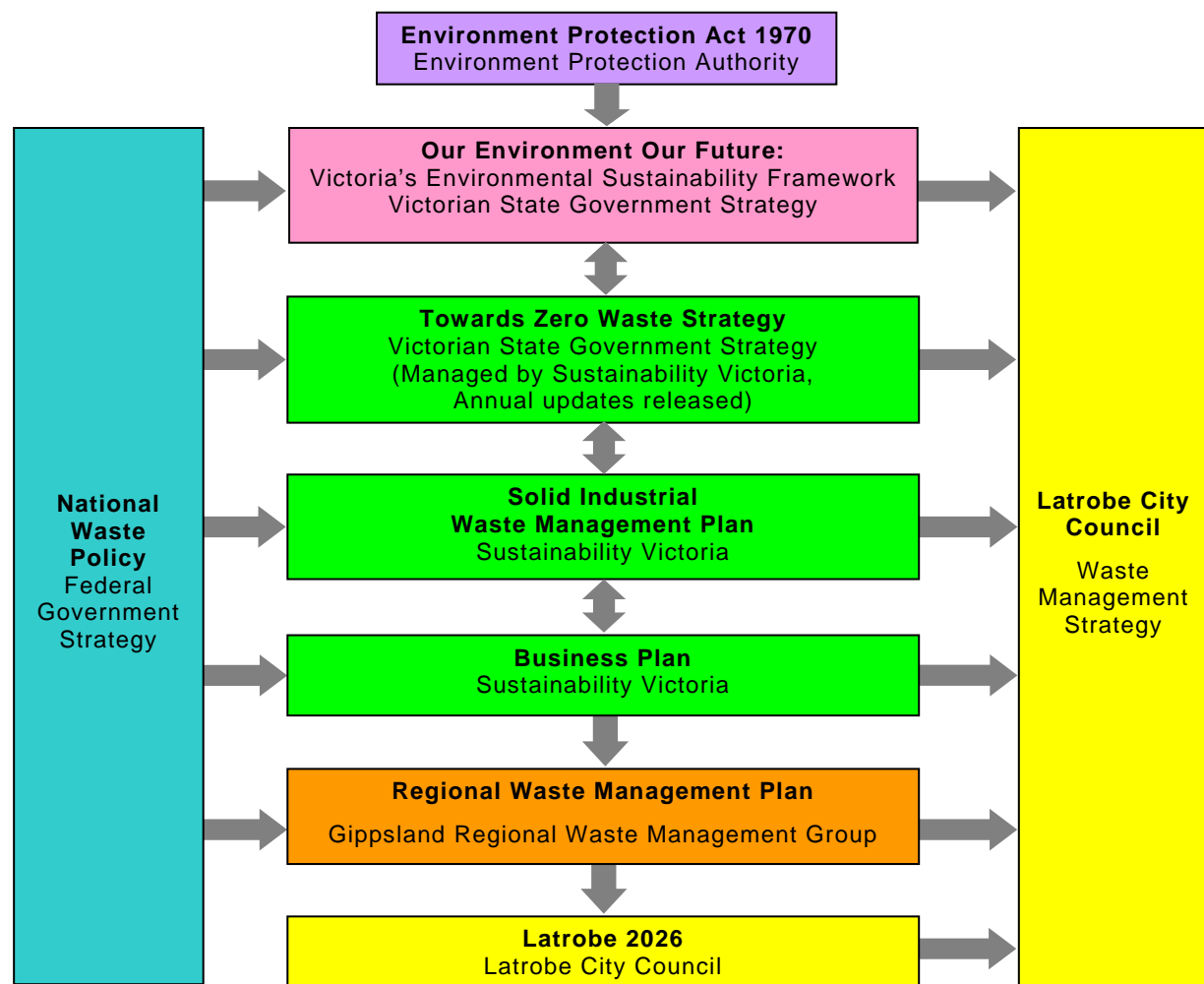
### 2.1. Strategic Context

The WMS has been developed in line with relevant legislation and policies that have been developed at both the Federal and State level. These documents include:

- Environment Protection Act (EP Act) 1970, with Amendment in 2006;
- Federal Government's *National Waste Policy*, launched in late 2009;
- Victorian State Government's *Our Environment Our Future: Victoria's Sustainability Framework 2005*; and
- Victorian State Government's *Towards Zero Waste Strategy* (TZW) released in 2005.

Figure 2-1 below illustrates how the legislation, policies and strategic plans by various agencies of government are considered and integrated with the Waste Management Strategy of Latrobe City Council.

**Figure 2-1 Interlinking of Legislation, Policies and Plans**



The key principle underpinning the waste management strategy is the waste management hierarchy, which was established by the *Environmental Protection Act 1970*. The waste management hierarchy places waste avoidance as the most preferred option and waste disposal the least preferred. All the policies developed by all levels of government are based on this hierarchy.

**Figure 2-2 Waste Management Hierarchy**



## 2.2. Significant Federal and State Legislation and Policies

Key legislation and policies of the different levels of government, which are detailed further in Appendix A, include, but are not limited to:

### 2.2.1. Federal Government

**The National Waste Policy** – That was endorsed by the Environment Protection and Heritage Council on 5 July 2010 sets the direction for Australia over the next 10 years to produce less waste for disposal and manage waste as a resource to deliver economic, environmental and social benefits.

**National Initiatives - National Packaging Covenant (NPC)** – The NPC is currently under review and it is to be seen whether it will remain as a voluntary initiative by government and industry to reduce the effects of packaging on the environment as occurred in its previous format.

### 2.2.2. State of Victoria

**Towards Zero Waste Strategy 2005 (TZW)** – the objectives of the TZW strategy are to reduce and recover solid waste and to reduce the environmentally damaging impacts of waste.



The three key targets of the Towards Zero Waste Strategy are:

- **Reduce** the amount of solid waste generated by 1.5 million tonnes per annum by 2014, compared to 2002/03.
- Increase the **recovery** rate in all solid waste generated from the current 48% (2003) to 75% by 2014 comprising:
  - 65% recovery rate (by weight) of MSW for reuse and recycling by 2014. An interim target of 45% recovery rate is established for year 2008-09;
  - 80% recovery (by weight) of Commercial and Industrial (C&I) waste for reuse and recycling by 2014. An interim target of 65% is established for year 2008-09; and
  - 80% recovery rate (by weight) of Construction and Demolition (C&D) waste for reuse and recycling by 2014. An interim target of 65% is established for year 2008-09.
- 25% reduction in littering behaviour compared with 2003 levels.

**Victorian Litter Strategy – Creating Cleaner, Safer Places** – strategy to prevent litter and improve litter management practices to meet the TZW littering behaviour target and achieve clean and safe public places.

**Industrial Waste Management Policies (IWMPs)** - introduced in 2002 to the Environment Protection Act 1970, the Environment Protection (Resource Efficiency) Act provides the EPA with the scope to develop waste management policies (WMPs). This change means that policies that deal with municipal waste can also be developed, thereby complementing existing arrangements and ensuring that a comprehensive framework of statutory policy can be maintained and strengthened.

**Victorian EPA Landfill Levies** – Victorian Landfill levies are set to increase steadily to \$26.60 per tonne for Municipal Solid Waste (MSW) in rural locations and \$53.20 per tonne for MSW in Melbourne and provincial centres by 2014/15.

Other waste issues or initiatives include, but are not limited to:

- EPA Vic guidelines and policy initiatives;
- product stewardship programs;
- contaminated soils and hazardous waste initiatives; and
- occupational health and safety, Worksafe Victoria guidelines and standards.

## 2.3. Regional Waste Management Group and Local Council strategies

### 2.3.1. Gippsland Regional Waste Management Plan 2007 (GRWMG)

The Gippsland Regional Waste Management Group is one of 13 waste management groups across Victoria, established to engage Councils, community, business and Government Leaders in adopting sustainable waste management practices.

The Gippsland Regional Waste Management Group encompasses the municipalities of Latrobe, Bass Coast, Baw Baw, East Gippsland, South Gippsland and Wellington. The region serviced by the Group extends from Phillip Island to Mallacoota, an area of some 40,000 sq km with a population of almost 250,000 people and is the largest regional waste management group in the State of Victoria<sup>9</sup>.

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<sup>9</sup> "Gippsland Regional Waste Management Plan 2007" September 2007

In 2007, GRWMG published the **Gippsland Regional Waste Management Plan 2007** to provide a clear strategy for the waste management group going forward. The plan identifies a range of actions for Councils within Gippsland to strive to achieve including:

- Endeavoring to operate best practice compliant facilities;
- Endeavoring to divert the following materials from landfill:
  - Paper/cardboard;
  - Clean soil (except when used for cover material);
  - Metals;
  - Green waste;
  - Plastics code 1-5;
  - Tyres;
  - Timber and sawdust (except chemically treated material);
  - Concrete; and
  - Electronic waste (e-waste).
- Public place recycling in place at all high visitation locations;
- The amount of garbage generated per household per year to be 250kg compared with 398kg in the year 2005/06;
- The amount of solid waste recovered for further use to be 64% in comparison to 39.5% in the year 2005/06;
- Recycling bin contamination will be less than 5%;
- Reduce litter by 25% through improvement in littering behaviour, which includes litter reduction, prevention and behaviour change; and
- All significant event venues, all state and local government offices, 40% of schools and 10% of small businesses will be certified as 'waste wise'.

### 2.3.2. Latrobe 2026: The Community Vision for Latrobe Valley

Latrobe City Council's key strategic documents, Latrobe 2026 and the Council Plan 2010-2014 identify the community's ongoing interest in Council's activities and decision making processes.

The development of Latrobe 2026 – The Community Vision for the Latrobe Valley<sup>10</sup> was facilitated by Latrobe City Council in consultation with many local agencies, organisations, groups and individuals. The community vision was generated after identifying three broad concepts shared by the Latrobe Valley community – Sustainability, Liveability and Leadership.

A concise expression of the preferred future articulated by the community is that in 2026 Latrobe Valley will be:

- **Liveable and vibrant** - A place where people feel safe, connected and proud of their city;
- **Sustainable and enterprising** - A place where community life complements the environment; and
- **Committed to collaborative and inclusive leadership** - A place where people work in partnership to facilitate local outcomes.

These values are expressed in the community's vision statement:

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

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<sup>10</sup> [www.ourfuture2026.com.au](http://www.ourfuture2026.com.au)

And for Natural Environment:

***“In 2026, Latrobe Valley enjoys a beautiful natural environment that is managed and protected with respect, to ensure a lasting legacy for future generations.”***

Council contributes to the delivery of the community’s aspirations as expressed in Latrobe 2026 through the *Latrobe City Council Plan 2010-2014*. This plan notes that *“Council has recognised that disposing of municipal solid waste solely by means of landfill is not a sustainable waste management strategy. The development of community waste education initiatives is continuing to increase recovery, reuse and recycling opportunities. The initiatives focus on moving away from land filling all waste to a focus on materials recovery and taking ownership of your own waste”*.

A strategic direction under Natural Environment as expressed in the Council Plan is to *“Provide and promote environmentally sustainable waste management practices to attain best practice final storage quality”*. The major initiative of this strategy is to *“Review the Waste Management Strategy and present to Council for consideration”*.

Effective implementation will be measured through increased community satisfaction with waste management.

### **2.3.3. Links to Council Strategies and Policies**

The principles, objectives and actions outlined in this Waste Management Strategy have been developed within the context of other policies, strategies, plans and commitments made by Latrobe City Council. In particular, the *Natural Environment Sustainability Strategy (2008-2013): Action to reduce incidental environmental damage; and Action to enable and build capacity*.

## 3. Current Waste Management

### 3.1. Introduction to Waste Management Operations

The Council provides 97.5% of residents within the municipality with a kerbside collection service. Reival of kerbside collection services incurs a charge of \$215 (including GST) in 2010/11. Council also provides a range of other waste management services and infrastructure including:

- An 'at call' hard waste collection service for residents;
- Three green waste collection centres for the community, one of which can be used by commercial users;
- Four waste transfer stations for residential and commercial users; and
- A landfill for commercial and Council use.

These other services usually entail a separate cost to the users. The exception to this is the Council run 'no charge' self haul weekends bi-annually at the waste transfer stations and green waste collection centres. Furthermore the waste transfer stations will accept a large range of separated recyclable materials at no cost.

Full details of these facilities are provided below.

#### 3.1.1. Residential Kerbside Waste Collection Services

Information on the kerbside collection services provided to residential properties by Latrobe City Council is included in table 3-1 below:

**Table 3-1 Current Council Waste Services to Residential Properties 2009/10**

Waste type	Type of service	Type of container	Frequency	Type of waste materials and exclusions	Number of services
Garbage	Kerbside collection	120L MGB	Weekly	All household waste, excluding hazardous waste such as asbestos, chemicals etc.	29,664
Co-mingled Recyclables	Kerbside collection	240L MGB	Fortnightly	Glass bottles and jars, Plastic (codes 1 to 7), Steel cans, Drink cartons, Empty aerosol cans, Aluminium cans, Clean aluminium foil and food trays, Newspapers, Magazines, Junk mail, Cardboard, Scrap paper	29,654
Green Organics	Kerbside collection	240L MGB	Fortnightly	Weeds (free of soil), garden prunings, plants and branches, small logs less than 10 cm diameter and shorter than 60cm, leaves, grass clippings, flowers.	28,557
Hard waste	At call	Collected from nature strip	At call, booked through Council	Pile to be no larger than 2m <sup>3</sup> . <sup>11</sup>	230 (individual pick ups)

## 3.1.2. Non-residential Waste Collection Services

Information on the kerbside collection services provided to non-residential properties by the Council is provided in Table 3-2 below. Non-residential properties include schools, care facilities (elderly/child), council run facilities and small commercial properties (shops, offices etc.).

**Table 3-2 Current Council Waste Services to Non-residential properties 2009/10**

Waste type	Type of service	Type of container	Frequency	Type of waste materials and exclusions	Number of services
Garbage	Kerbside collection	120L & 240L MGB	Weekly	All solid waste, excluding hazardous waste such as asbestos, chemicals etc.	1,753
Co-mingled Recyclables	Kerbside collection	All 240L MGB, with options for an extra service	Fortnightly	Glass bottles and jars, Plastic (codes 1 to 7), Steel cans, Drink cartons, Empty aerosol cans, Aluminium cans, Clean aluminium foil and food trays, Newspapers, Magazines, Junk mail, Cardboard, Scrap paper	2,079

<sup>11</sup> For a full list of materials that are collected and those that are not see Appendix B Interim Hard waste collection

## 3.1.3. Other Waste Collection Services

Council also provides a range of other waste collection services within the municipality. Details of these services are provided in Table 3-3 below:

**Table 3-3 Summary of Other Collection Systems**

Waste type	Type of service	Type of container	Frequency	Type of waste materials and exclusions	Number of services 2009/10
Street and CBD footpath sweeping	Scheduled	5 m3 Road Sweeper	Daily/ Weekly	Leaves/Debris, Road Materials	3 CBD/week 3 residential/year, 13 events/summer, 17 events/autumn.
Street cleaning and Illegally dumped rubbish collection	Collection		When required	Hard waste, mattresses, tyres, TVs, white goods, etc.	On going
Public Litter Bins (PLBs)	Collection	Various, Scheduled	Various	All public waste (consumer garbage) only.	1,116 Public litter bins in CBD's, parks and reserves.
Events (festivals, local markets, cultural/ community events etc.)	Collection Co-mingled recyclables	240L MGB	When required	Bottles, cans, cardboard, etc.	10
Events (festivals, local markets, cultural/ community events etc.)	Collection garbage	240L MGB, pre arranged Skips	During and/or after event	All waste from event, which fits in a 240L MGB. Other waste collection via skips arranged by event organiser	10

## 3.2. Waste Education Plan

Council maintains a Waste Education Plan and employs a Waste Education Officer to drive the implementation of this plan. The Waste Education Plan 2010 – 2015<sup>12</sup> document clearly details Council's vision, principles, objectives and actions for waste education over the 5 year period. Furthermore the document contains an implementation structure for the objectives to be achieved. The objectives of the Waste Education Plan are to:

- Promote community understanding and use of Council provided waste and recycling services, including transfer stations and green waste facilities, and encourage active participation;
- Encourage waste minimisation and recycling in pre-schools and primary schools;
- Enhance the opportunities for recycling at major events and 'away from home' venues;
- Encourage local businesses to reduce, reuse and recycle waste products;
- Increase the community awareness of litter and dumped waste issues in the environment;
- Increase the community awareness of the disposal of household chemicals and domestic asbestos generated from households;
- Advocate waste minimisation and recycling within Council operations; and
- Strive to continually improve education and awareness of waste and recycling issues.

Refer to Appendix D for the Waste Education Plan 2010 – 2015 document.

## 3.3. Litter Management

Council participates in the Gippsland Regional Litter Prevention Task Force and recognises litter as a problem and would like to reduce littering behaviour. Council activity in this area of litter control is not currently measured and as such it is not possible to compare this to the Towards Zero Waste or the Gippsland Regional Waste Management Plan target of reducing littering behaviour by 25% compared to 2003.

Local governments are the major players in litter prevention and control and clean up. A survey by Victorian Littering Action Alliance (VLAA) in 2006 found that 76% of local governments or RWMGs reported that they had run a litter prevention program, dropping from around 95% in 2005. Litter reduction programs conducted by local government have been shown to be effective in reducing littering behaviour.

Around the world it is agreed the most effective litter prevention behaviour change programs include a mix of approaches across the three critical areas of education, infrastructure and enforcement. The mix of these elements needs to be adapted to the local conditions and include incentives, communications and evaluation. These are the elements that characterise Victoria's approach to litter prevention.

The new Victorian litter strategy, *Creating Cleaner, Safer Places*, was issued in August 2009. Refer to Appendix C for further details.

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<sup>12</sup> Latrobe City Council *Waste Education Plan 2010 -2015*; August 2010.

## 3.4. Waste Infrastructure and Contracts

### 3.4.1. Detailed List of Waste Infrastructure used by Latrobe City Council

Latrobe City Council provides several sites and associated infrastructure located across the municipality for disposal and management of solid waste. The following table provides a summary of these disposal facilities.

**Table 3-4 Waste management facilities within Latrobe City Council**

Disposal facility	Wastes Accepted	
Hyland Highway Landfill	<ul style="list-style-type: none"> <li>Putrescible waste,</li> <li>Solid inert waste</li> </ul>	<ul style="list-style-type: none"> <li>Asbestos of domestic origin</li> <li>Shredded tyres</li> </ul>
Morwell waste transfer station	<ul style="list-style-type: none"> <li>Plastic bottles and containers</li> <li>Glass bottles and jars</li> <li>White goods</li> <li>Car and household batteries</li> <li>Paper</li> <li>Scrap steel (incl Car bodies)</li> <li>Garbage</li> <li>Timber</li> </ul>	<ul style="list-style-type: none"> <li>Domestic quantities of motor oil</li> <li>Paint</li> <li>Compact florescent lamps</li> <li>Florescent tubes</li> <li>Barbeque gas bottles</li> <li>Mattresses</li> <li>E-waste</li> </ul>
Traralgon waste transfer station	<ul style="list-style-type: none"> <li>Plastic bottles and containers</li> <li>Glass bottles and jars</li> <li>White goods</li> <li>Car batteries</li> <li>E-waste</li> <li>Mattresses</li> </ul>	<ul style="list-style-type: none"> <li>Paper</li> <li>Scrap steel (incl Car bodies)</li> <li>Domestic quantities of motor oil</li> <li>Timber</li> <li>Garbage</li> </ul>
Moe waste transfer station	<ul style="list-style-type: none"> <li>Plastic bottles and containers</li> <li>Glass bottles and jars</li> <li>White goods</li> <li>Car batteries</li> <li>E-waste</li> </ul>	<ul style="list-style-type: none"> <li>Paper</li> <li>Scrap steel (incl Car bodies)</li> <li>Domestic quantities of motor oil</li> <li>Timber</li> <li>Mattresses</li> </ul>
Yinnar waste transfer station	<ul style="list-style-type: none"> <li>Plastic bottles and containers</li> <li>Glass bottles and jars</li> <li>White goods</li> <li>Car batteries</li> <li>E-waste</li> <li>Mattresses</li> </ul>	<ul style="list-style-type: none"> <li>Paper</li> <li>Scrap steel (incl Car bodies)</li> <li>Domestic quantities of motor oil</li> <li>Timber</li> <li>Garbage</li> </ul>
Morwell green waste collection centre and composting facility	<ul style="list-style-type: none"> <li>Commercial and Domestic Garden organic waste</li> </ul>	<ul style="list-style-type: none"> <li>Untreated timber</li> <li>Street sweepings</li> </ul>
Traralgon green waste collection centre	<ul style="list-style-type: none"> <li>Domestic Garden organic waste</li> </ul>	
Moe green waste collection centre	<ul style="list-style-type: none"> <li>Domestic Garden organic waste</li> </ul>	



## 3.4.2. Overview of current Council waste management contracts

A summary of the current waste contracts managed by Council is provided in Table 3-5 below.

**Table 3-5 Overview of Waste management contracts**

Service/Facility	Contractor (or internal)	Address of facility	Contract Expiration (plus extensions)
<b>Residential and non-residential collections</b>			
All Kerbside collections	TPI Cleanaway	Princes Hwy, Morwell	July 2011 (+6mths)
Landfill operation and management	Internal	Hyland Highway, Loy Yang	Ongoing
Transfer station	Dasma Environmental P/L	Tramway Rd, Morwell	July 2011 (+6mths)
Green Organics receival and composting	Pine Gro	Midland Hwy, Morwell	July 2011 (end of 3yr extension)
Material Recycling Facility (MRF)	Dasma	Tramway Rd, Morwell	July 2011 (+6mths)
Hard waste	Latrobe Valley Recyclers	Disposal to landfill or taken to facility for sorting	Collections as required
<b>Other waste services</b>			
Street sweeping and disposal	Valley Sweep P/L	Yallourn Nth	November 2010
CBD footpath sweeping and dumped rubbish collection and disposal	Internal		Ongoing
Public Litter and Public Place Recycling bins collection and disposal	Valley Sweep P/L	Yallourn Nth	October 2013, plus 2 + 2
Events waste collection and disposal	Valley Sweep P/L	Yallourn Nth	October 2013, plus 2 + 2

## 3.5. Waste Quantities

### 3.5.1. Quantities of Landfilled waste and Recycled material Collected in the Municipality

Quantities and composition of waste and recyclable materials collected from across the municipality are detailed below:

**Table 3-6 Quantities of Municipal Waste and Recyclable Materials Collected in 2009/10**

Waste Stream	Recycled	Disposed to landfill	kg / Hh / yr(generated)	kg / pP / yr(generated)
	Tonnes	Tonnes	Kgs	Kgs
Kerbside Garbage	0	13,493	444	185
Kerbside Co-mingled Recyclables	8,688	1,164	324 (286) <sup>13</sup>	135 (119) <sup>14</sup>
Kerbside green organics	10,043	908	360 (330) <sup>15</sup>	150 (138)
Kerbside hard waste	7	22	1	0.4
Transfer station garbage*	0	6,285	207	86
Transfer station recyclables*	4,534	N/A	149	62
Green waste collection centres*	4,557	N/A	150	62
Street Sweeping	1,018	0	34	14
Litter	0	387	13	5
Total Recyclables	28,847	N/A	949	396
Total garbage	N/A	22,259	732	305
Total all waste	28,847	22,259	1,682	701
<p>*Note:</p> <ul style="list-style-type: none"> <li>- All transfer station and Green waste collection centre figures include commercial tonnages.</li> <li>- This table does not include garbage or recyclables direct from commercial users to landfill or recycling facility</li> </ul>				

<sup>13</sup> Figure in brackets represent weight of kerbside co-mingled material collected and actually recycled.

<sup>14</sup> Figure in brackets represent weight of kerbside co-mingled material collected and actually recycled.

<sup>15</sup> Figure in brackets represent weight of kerbside green waste material collected and actually recycled.

## 3.5.2. Waste Projections

Projections have been made for the tonnages of waste arising in Latrobe City in 2015 and 2020 under two scenarios:

1. No change to current waste management practices
2. Increased recycling

The predicted tonnages are based on the following assumptions:

- No waste growth per person;
- Assumed growth in waste arising due to population growth;
- No change achieves the same diversion rate as 2010 over all years modelled;
- Increased recycling has a 3% increase in total recycling every 5 years;
- Recyclables contamination has not been modelled and is contained in the recyclables figures; and
- Modelled tonnages do not include wastes and recyclables that are not collected by the Council.

**Table 3-7 Projections for Waste and Recyclables in the Municipality**

	2010 (Current)	2015 no change	2015 Increase recycling	2020 no change	2020 Increase recycling
Kerbside garbage	13,493	14,505	13,387	15,593	14,391
Kerbside recyclables	9,852	10,591	11,120	11,385	11,954
Kerbside green waste	10,951	11,772	12,361	12,655	13,288
Transfer station garbage	6,285	6,756	6,513	7,263	7,001
Transfer station recyclables	4,534	4,874	5,118	5,240	5,502
Green waste collection centres	4,557	4,899	4,899	5,266	5,266
Hard waste 'at call' collections	29	31	31	34	34
Other garbage waste from Council collections	1,405	1,510	1,510	1,624	1,624
Total	51,106	54,939	54,939	59,059	59,059
Diversion rate	58%	58%	61%	58%	64%

The modelling reinforces that even with improved waste management and recycling Latrobe City will be generating greater waste tonnages than occurred in 2010. The prediction for kerbside garbage under the increased recycling in 2015 is the only figure that provides a decrease in the total between the years modelled; highlighting the benefit of landfill diversion.

The cost implication of the landfilled fraction of the garbage waste for Council taking into account the landfill levy increases outlined by the Victorian EPA is highlighted in Table 3-8 below.

The cost per tonne has been calculated using the assumption that the current gate fee at the Hyland Highway Landfill site will increase by 1.5% CPI plus the increased landfill levy. There is significant potential for the gate fee at the landfill to increase at a greater rate due to environmental management and rehabilitation regulation being amended providing greater financial burden for the landfill operation.

**Table 3-8 Projections for the cost of Landfilling to Council 2010 -2020**

	2010 (Current)	2015 no change	2015 Increase recycling	2020 no change	2020 Increase recycling
Kerbside garbage	13,493	14,505	13,387	15,593	14,391
Transfer station garbage	6,285	6,756	6,513	7,263	7,001
Hard waste 'at call' collections	29	31	31	34	34
Other garbage waste from Council collections	1,405	1,510	1,510	1,624	1,624
Total (Not including contamination)	21,212	22,802	21,441	24,514	23,050
Cost per tonne for landfill disposal.	\$111	\$139	\$139	\$147	\$147
Total Cost for disposal (Millions \$)	\$2.4	\$3.2	\$3.0	\$3.6	\$3.4

## 3.6. Hyland Highway Landfill Waste Predictions

Hyland Highway Landfill (the Landfill) is central to the Council's waste management strategy. The final capacity of the landfill will be determined with the construction of each landfill cell and associated airspace; however it is estimated to be over 800,000 cubic meters. The current Planning Permit allows for 18 hectares to be used as landfill cells and to operate for 25 years.

The Landfill receives garbage from both Council and commercial users. Whilst this WMS does not directly target commercial waste streams, it is important to understand their

impact on the Landfill. Furthermore during the construction of Hyland Highway Landfill Council used Trafalgar Landfill in Baw Baw Shire under a reciprocal agreement with Baw Baw Shire Council.

The reciprocal agreement states that the Landfill will receive the same tonnages of MSW deposited at Trafalgar landfill by Council. This agreement comes into place upon the closure of Trafalgar landfill, predicted to be 2014. In accordance with this agreement Latrobe City Council will accept the following minimum tonnages of garbage from Baw Baw Shire Council:

- Commercial and Industrial (C&I) 20,700 tonnes
- Building/Construction and Demolition (C&D) 1,280 tonnes
- Municipal 21,314 tonnes

The table 3-9 below provides predictions for the total tonnage of garbage to be landfilled until 2020. These predictions are based upon the assumption that commercial waste will grow at a rate of 1.5% per annum and that there will be no change in the landfill diversion rates for this waste.

**Table 3-9 Predicted tonnages of Garbage to Hyland Highway Landfill 2010-2020**

	2010 (Current)	2015 no change	2015 Increase recycling	2020 no change	2020 Increase recycling
Municipal Garbage	24,201	26,017	24,570	27,968	24,859
Commercial Garbage	23,645	25,472	-	27,441	-
Baw Baw Shire Council Garbage	-	14,431	14,431	-	-
Predicted total tonnage to Hyland Highway Landfill	47,846	65,920	64,474	55,408	52,299
% increase from 2010	-	138%	135%	116%	109%

The predictions indicate that there will be a steady increase in waste receipt at the landfill throughout its operating life. There will be a significant increase in the tonnage received during the period when Baw Baw Shire Council can tip under the reciprocal agreement.

## 3.7. Waste Composition Information

Waste audits were carried out in February 2009 across a number of locations in Latrobe City. The waste audits were commissioned by the Gippsland Regional Waste Management Group (GRWMG) and provide a good indication of waste compositions for a number of waste collection services in Latrobe City, but do not provide a complete picture of all waste management services. The tables below provide all relevant waste audit data for Latrobe City provided in the regional report.<sup>16</sup>

### 3.7.1. Kerbside Garbage Bin Waste Audit Information

**Table 3-10 Composition of Weekly Kerbside Collected Household Garbage 2009<sup>17</sup>**

Waste Type	Average weight in bin (Kgs)	% Composition
Food organics	2.86	35.7
Garden organics	0.31	3.8
Residual	3.29	41.1
Other recyclables	1.55	19.4
Total	8.01	100.0

Note: Results taken from All Environmental Concepts waste audit of 200 garbage bins, 100 in Traralgon and 100 in Moe South / Newborough.

Review of these figures indicates that they are applicable to the whole of Latrobe City. This can be seen by using the following equation:

$$\text{Total waste collected} = \text{Average bin weight} \times \text{n}^{\circ} \text{ bin lifts} \times \text{n}^{\circ} \text{ households receiving the service}$$

$$\text{or } 8.01 \times 52 \text{ (weekly collection)} \times (29,664 + 1,753) = 13,085 \text{ tonnes p.a.}$$

This compared to the reported figure for 2009/10 of 13,493 represents a difference of 407 tonnes greater than the reported tonnage collected in 2009/10. This represents a 3% difference and indicates that the figures can be assumed to be representative for the whole of Latrobe City, by weight and assumed waste composition.

The largest single waste stream in the garbage bin is residual material; however this is closely followed by kitchen organics at 35.7%. The figures indicate that 23.2% of the material in the garbage bins sampled was in the wrong bin and can be diverted from landfill through use of the correct bin provided to households.

<sup>16</sup> All Environmental Concepts Report "Gippsland Regional Waste management Group Waste Audits January – February 2009"

<sup>17</sup> Figures from All Environmental Concepts report "Latrobe City Council Household Garbage Waste Audit February 2009" 1,190

## 3.7.2. Kerbside Collected Co-mingled Recyclables

**Table 3-11 Composition of Kerbside Collected Recyclables<sup>18</sup>**

Waste Type	% Composition
Paper/Cardboard	53.2
<b>Plastics</b>	
HDPE Clear	1.3
HDPE Colour	1.1
PET Clear	2.3
PET Colour	0.1
PVC	0.1
<b>Glass</b>	
Glass Brown	3.9
Glass Clear	5.2
Glass Green	5.5
Glass Fines	11.8
<b>Other</b>	
Steel Cans	2.4
Aluminium Cans	0.9
Steel Scrap	1.3
Contaminants/waste	10.8
Total	100.0

The figures indicate that Kerbside collected recyclables do not currently achieve the 5% target maximum contamination target set out in the Gippsland Regional Waste Management Plan.

<sup>18</sup> Sourced from processor of Commingled recyclables Dasma Environmental P/L, 08/09 figures.

## 3.7.3. Kerbside Collected Green Waste

**Table 3-12 Composition of kerbside collected Green Organics<sup>19</sup>**

Waste Type	% Composition
Green organic material processed	91
Contaminants/waste	9
Total	100

Table 3-12 indicates that the rate of contamination for green waste is high at 9%. For green waste only collections the generally accepted rate of contamination is below 5% and ideally around 3%.

**Table 3-13 Collection source and tonnages of material composted 2009/10**

Collection system	2009/10 Tonnage	% Composition
Kerbside Collection	10,043	64
Green waste collection centres	4,557	29
Street sweepings	1,018	7
Total	15,618	100

## 3.7.4. Public Litter Bin Waste Audit

The waste audit of public litter bins in Stockland Plaza Shopping Centre, Traralgon undertaken by All Environmental Concepts for GRWMG in January - February 2009 provided the waste compositions in the table below.

**Table 3-14 Percentage of recyclable materials to residual materials in public litter bins at Stockland Shopping centre, Traralgon 2009<sup>20</sup>**

Waste Type	Average weight in bin (Kgs)	% Composition
Recyclables	1.8	34.5
Residual	3.4	65.5
Total	5.2	100.0

<sup>19</sup> Sourced from processor of Green organics PineGro P/L, 2009/10.

<sup>20</sup> All Environmental Concepts Report "Gippsland Regional Waste management Group Waste Audits January – February 2009"



Note: Stockland Plaza waste management is under private arrangements; however these figures are representative of public waste management practice. Recycle bins are currently not provided within the shopping centre.

The results indicate that over a third of current public litter could be diverted from landfill to recycling.

## 3.7.5. Waste Transfer Stations Reported Tonnages

Estimated transfer station material throughputs based on figures provided for garbage in 2009/10 and recyclables figures provided for 2008/09 are provided in the table below. The reported figures for recyclables from the transfer stations were provided as a total figure for all of the transfer stations. To provide an indication of the tonnage arising at the individual transfer station the totals have been split using the same proportions as those recorded for garbage arisings. As a consequence of this, each transfer station achieves the same diversion rate in the table below.

**Table 3-15 Materials received and recycled at Council waste transfer stations**

Material Collected (tonnes)	Moe transfer station	Morwell transfer station	Traralgon transfer station	Yinnar transfer station	Total all transfer stations
Co-mingled recyclables	16	24	30	3	74
Paper/ Card board	56	81	103	12	251
Scrap metal	281	406	516	58	1,261
Tyres <sup>21</sup>	2	3	4	0.4	10
Oil <sup>22</sup>	6	8	10	1	25
Batteries	6	8	10	1	25
Concrete	104	150	190	21	465
<b>Total material diverted from landfill</b>	<b>471</b>	<b>679</b>	<b>863</b>	<b>97</b>	<b>2,111</b>
Garbage	1,313	1,894	2,406	272	5,885
<b>Total tonnage collected</b>	<b>1,784</b>	<b>2,573</b>	<b>3,269</b>	<b>369</b>	<b>7,996</b>
Diversion rate (%)	26%	26%	26%	26%	26%

<sup>21</sup> An average tyre weight of 8.5Kg has been used to convert the number of tyres to a tonnage.

<sup>22</sup> A specific gravity of 0.85kg per litre for oil has been used to convert reported oil collection to tonnes.

## 3.7.6. Waste Transfer Station Garbage Skip Audit

GRWMG had garbage skips at two transfer stations within Latrobe City, at Morwell and Traralgon, audited in 2009. Whilst the audits are for two garbage skips only, they do provide a useful insight into the actual material sent to landfill from the waste transfer stations. The figures recorded for the garbage skips is shown in the table below.

**Table 3-16 Percentage of recyclable materials in waste skips at Morwell and Traralgon transfer stations, 2009<sup>23</sup>**

Waste Type	Morwell transfer station		Traralgon transfer station		Average Composition %
	Average volume (Litres)	Composition %	Average volume (Litres)	Composition %	
Household waste	2,635	10.0	4,760	14.7	12.4
Building rubble	3,170	12.1	5,620	17.4	14.8
Wood	3,835	14.6	9,080	28.0	21.3
Electrical appliances	620	2.4	2,170	6.7	4.6
Textiles, Clothing	3,290	12.5	970	3.0	7.8
Polystyrene	340	1.3	455	1.4	2.2
Furniture	8,360	31.9	5,270	16.3	24.1
Toys	1,190	4.5	1,000	3.1	3.8
Miscellaneous	710	2.7	1,085	3.4	3.1
Plastic wrap	200	0.8	320	1.0	0.9
Garden	655	2.5	730	2.3	2.4
Paper/card	460	1.8	325	1.0	1.4
Recyclable containers	765	2.9	600	1.9	2.4
Total	26,230	100.0	32,385	100.0	100.0

The results indicate that the largest components, by volume, of the transfer station skips are furniture (24%) and wood (21%). In June 2010 Council began diverting wood waste from landfill to the green waste collection centre at Morwell for mulching; therefore this figure is expected to decrease over time.

The figures indicate that materials for which the Council is specifically targeting to divert from landfill are making it into the garbage waste stream at the transfer station in small quantities, with Garden waste, paper/cardboard and recyclable containers representing 6.2% of the material within the garbage skips audited. In June 2010 Council also began

<sup>23</sup> All Environmental Concepts Report "Gippsland Regional Waste management Group Waste Audits January – February 2009"

diverting building rubble (i.e. bricks and concrete) from landfill to commercial concrete recycling centres; therefore this figure of 14.8% is expected to decrease over time.

## 4. Key Issues

A review of current waste management systems and infrastructure is provided below. The review highlights a number of key issues with the current waste management services and, where applicable, recommendations made and forming an action plan.

### 4.1. Waste Information

In undertaking the preparation of this Waste Management Strategy a number of areas where improved reporting on waste tonnages and facility operational costs have been identified as being of benefit to the management and understanding of the waste infrastructure utilised by the Council. Specific areas include:

- Operational costs of each individual waste transfer station and green waste collection centre. This will allow a cost benefit analysis to be undertaken of each waste transfer station and for potential efficiencies to be identified.
- Waste tonnages by material stream at each waste transfer station and green waste collection centre. This will allow collection efficiencies to be analysed, trends to be identified and a full picture of material flows at each facility to be known.

An electronic data acquisition system is currently being implemented at all transfer stations to accurately collect and collate usage and waste materials data.

Increased levels of waste data collection and reporting requirements will be incorporated into future contracts for the management and operation of the waste transfer stations and green waste collection centres. This will allow for efficient and more improved waste management practices to be employed.

### 4.2. Waste Disposal / Treatment

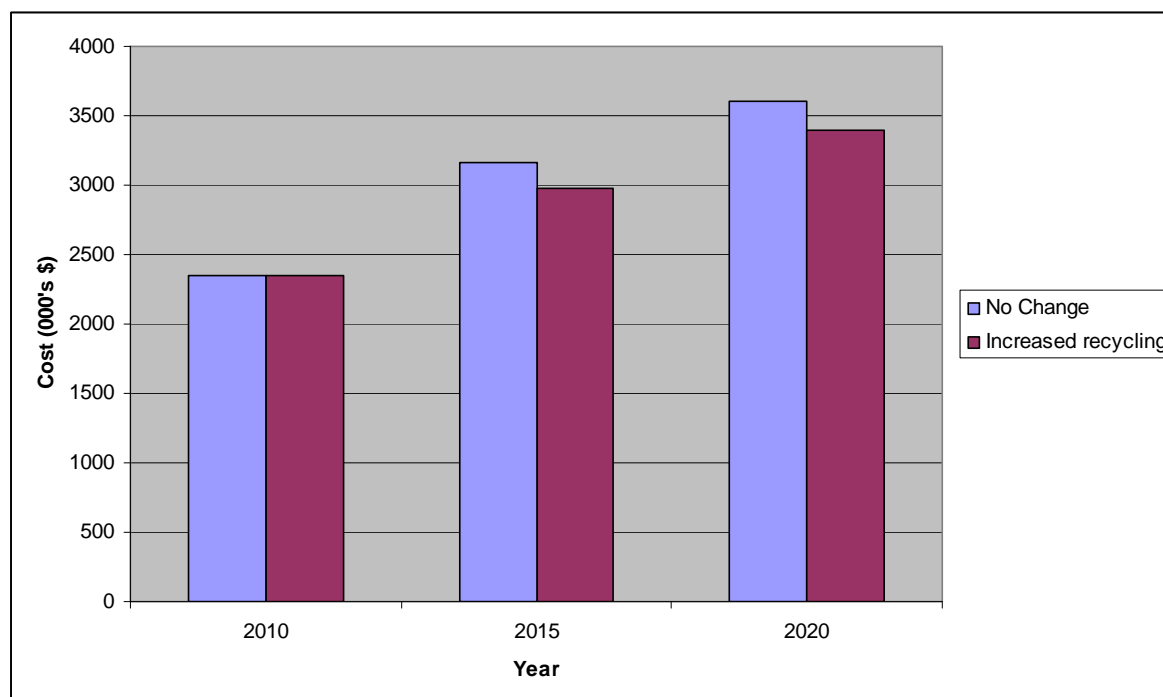
#### 4.2.1. Landfill Strategy

Waste predictions (Table 3-8) indicate that the Hyland Highway landfill (landfill) will need to deal with a larger quantity of Municipal Solid Waste (MSW) year on year unless greater landfill diversion is achieved. This modelling does not take into account commercial waste direct hauled to the landfill facility, which it is assumed will grow inline with population and MSW growth.

Increased landfill tonnages and increased cost per tonne for the disposal of waste to landfill will cause an increase of \$1.2 million per annum between 2010 and 2020<sup>24</sup>. Modelling indicates that this cost increase could be reduced by \$0.2 million through the achievement of a 6% increase in the rate of recycling over the same time period.

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<sup>24</sup> It should be noted that the landfill levy estimates are based on the 2015 landfill levy released by the EPA. There is significant potential that by 2020 the levy will be higher.



**Figure 4-3** Cost of disposal for predicted garbage arisings 2010 - 2020

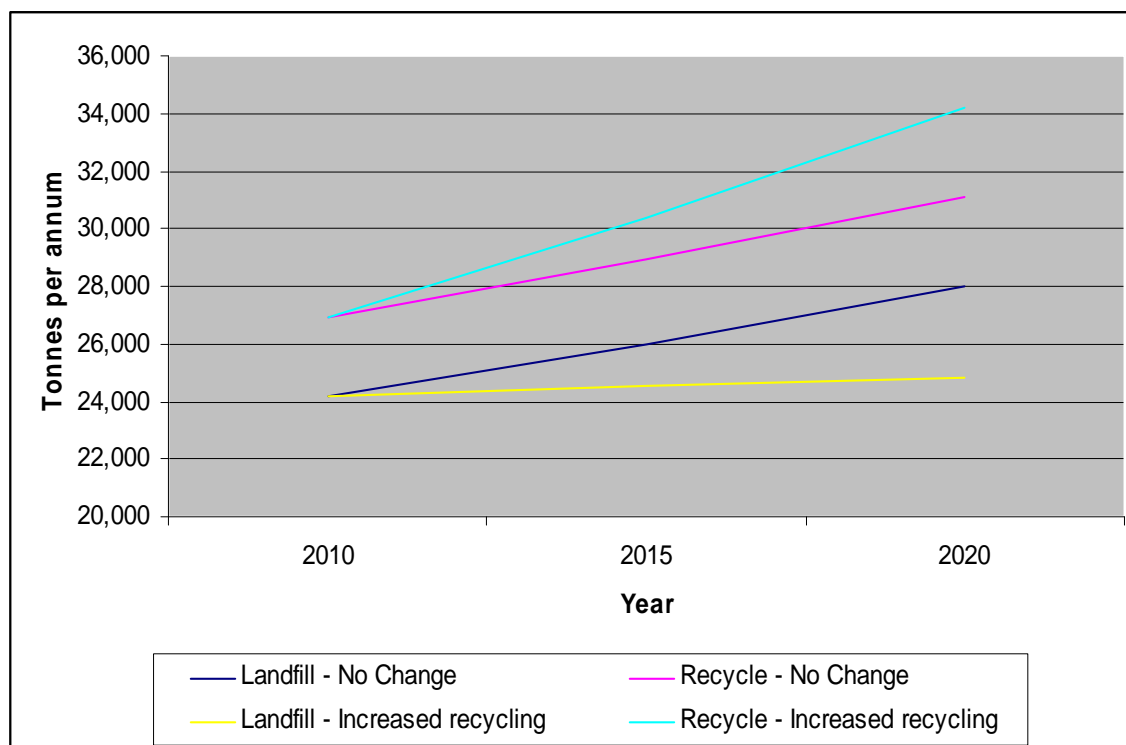
The implications of this to the landfill are significant with increasing tonnages reducing the available airspace and usage life of the landfill. Once Hyland Highway landfill current capacity is used Council will have to either:

- transport waste a significant distance for disposal which will have significant cost implications to the annual budget;
- apply to EPA Victoria to extend the tipping capacity of the existing landfill; or
- locate and construct a new landfill in the area, which is unlikely to occur under the current regulatory framework.

Furthermore an increase in the tonnage of material received will cause the lifespan of each cell to be reduced causing an increase in the engineering cost per annum for the landfill.

Therefore increased resources and efforts to divert materials from landfill will be required by Council. This is a cost effective solution to extending the life of the landfill whilst also providing improved waste management practice and a better environmental outcome. The economics of such an action are also clear with the increasing landfill levy and inflation likely to see the current \$111 per tonne landfill gate fee edge nearer to \$150 by 2015. The figure below highlights the impact of a 3% increase in landfill diversion every 5 years would have on the tonnage of recyclables and MSW arising in Latrobe City from 2010 – 2020.

**Figure 4-2** Garbage and recycling predictions for Latrobe City under no change and an increased recycling scenarios



The figure indicates that a 3% increase in municipal recycling in 2015 would mean 1,500 tonnes less waste entering landfill. If the recycling was to continue to improve and be 5% higher than current rates in 2020, then the Council would be diverting 3,100 tonnes of material from landfill compared to where the system does not change from current levels.

Composition data for kerbside garbage bins, public litter bins and transfer station garbage bins indicates that the initial increase in recycling can occur through better utilisation of the collection systems provided. Further discussions on specific methods of increasing landfill diversion are provided below.

Predictions indicate that over half of the garbage material entering Hyland Highway landfill will be produced by Commercial waste streams (see Table 3-8). To encourage greater diversion of commercial materials from landfill there are four main methods:

**Financial:** In part this will be done by the increasing landfill levy, however it may be found that this is not a strong enough financial imposition to divert commercial waste from landfill. An increase in gate fee cost per tonne for commercial waste to further increase the cost of landfilling would provide further incentive to divert.

**Reward:** Commercial operators could be rewarded for diverting material from landfill. This is already done in the ability to provide some targeted recyclables to the waste transfer stations at no cost. Further options could include a procurement system that prefers companies that achieve a certain level of environmental achievement, including waste diversion.

**Facilitation:** Facilitate the funding, design and planning of waste management infrastructure aimed at improving commercial landfill diversion. Consideration of the

construction of a commercial only Resource Recovery Centre to assist in achieving landfill diversion has already been investigated.

**Education:** Increased focus from the waste education budget to the commercial sector to improve understanding amongst the sector and to increase knowledge of alternative solutions.

Measures for maximum landfill diversion of not just MSW but Commercial solid waste must be considered.

### 4.3. Advanced Waste Treatment (AWT)

This Strategy acknowledges the changing direction of waste management towards alternative waste technologies, and the need to investigate options moving away from landfill. This desire to move away from landfills and towards alternative waste technologies has led to considerable interest in AWTs and their ability to achieve greater diversion of waste from landfill. Currently AWTs can be broadly aligned into three categories:

1. Biological (e.g. Mechanical Biological Treatment (MBT) with composting or anaerobic digestion);
2. Thermal (e.g. mass burn energy-from-waste and gasification);
3. Other (e.g. biodrying).

Whilst there is no doubt that AWTs are an important part of an integrated waste management system they currently require significant annual tonnages of material (critical mass) to be contracted to be economically feasible. There are some technologies that operate using smaller tonnages of material that are currently in commercial trials, however, it is believed that the business case for these are not currently robust enough to recommend their use at this point (action 4).

It is envisaged that there will be a point in the near future when an AWT plant will be viable either at the Council or Regional level. As such provision need be included within its collection contracts regarding a clause that Latrobe City has the right to dictate to the collection operator where the material collected is hauled to. To ensure that this does not deter operators from bidding for the work it need also be included that if there is an extra cost due to the use of a Latrobe City stipulated facility this cost will, within reason, be borne by Council (action 5.3).

Whilst Latrobe City currently does not create enough municipal waste to warrant investment in its own AWT facility it will consider the following actions to support access to an AWT solution in the future:

- Support regional (GRWMG) efforts to develop an AWT facility, if the business case for such a development exists for Latrobe City Council (action 4.1).
- Remain open to the option for a local AWT should a technology be proven to operate commercially at the scale required by Latrobe City (action 4.2).

## 4.4. Kerbside Collection

Council currently provides a kerbside waste collection service that adheres to best value principles. This is reflected in the results of the Sustainability Victoria Local Government Annual Survey, which show that Latrobe City has a kerbside landfill diversion rate of 52% and was the 9<sup>th</sup> best performing Council in the whole of Victoria in 2007/08<sup>25</sup>. Furthermore current figures indicate that the Council achieved a 56.5% kerbside landfill diversion rate in 2009/10. Latrobe City Council is currently on track to achieve the TZW and Gippsland Regional Waste Management Plan target of 65% diversion for its kerbside collection system. However, it is noted that Latrobe City as a whole<sup>26</sup> currently achieves a 58% landfill diversion rate. Furthermore as discussed in section 4.2 above, improved landfill diversion is a benefit to the Council from both an environmental and financial point of view.

There are a number of potential changes that could be made to the current system to achieve even greater landfill diversion through kerbside collection systems. A number of the more realistic options are discussed below.

### 4.4.1. Bin Size

Research suggests that the smaller the garbage bin provided to a household, the better its diversion of waste from landfill is<sup>27</sup>. A number of Councils in Victoria have used this as a platform to implement an 80L mobile garbage bin. There are issues with requiring all households to have an 80L bin, that mean a blanket roll out of the 80L bin is not recommended. Instead, it is recommended that the Council considers the introduction of an 80L bin as a voluntary option for the householder to undertake in return for a lower waste service charge (action 5.1). The other option is for the Council to make an 80L bin the default bin size with households having the option to upgrade to the larger 120L MGB for an increase in their service charge (action 11.1).

Providing this cost structure helps move the Council to a more equitable payment structure for households with those creating more waste paying a greater fee than ones that create less. To reduce the cost of roll out of the system and prevent creation of redundant 120L bins it is recommended that an 80L garbage bin be offered to householders when their current one requires replacement (action 5.1).

This option needs to be considered prior to, and for inclusion in the next contract for the kerbside collection of garbage.

### 4.4.2. Kitchen Organics Collection

The All Environmental Concepts waste audit of kerbside garbage bins in Latrobe City indicated that kitchen organic waste represented 35.7% of materials found in the 200 audited garbage bins (see Table 3-10). This represented the largest fraction of material in the garbage bin for which there is currently no separate kerbside collection and there are viable options for recycling. Furthermore the diversion of organic material from landfill is highly desirable, as when it is broken down anaerobically (when no oxygen is present) it creates methane. Methane is greenhouse gas that is 21 times more potent than Carbon Dioxide and creates problems due to its explosive nature.

Latrobe City is currently involved with the Gippsland Regional Waste Management Group's Regional Organics Strategy review. Should the review indicate that a kitchen

<sup>25</sup> <http://www.sustainability.vic.gov.au>

<sup>26</sup> Including all Municipal waste such as transfer station, public litter and street sweepings.

<sup>27</sup> <http://www.sustainabilitymatters.net.au/articles/28653-Unit-pricing-of-household-garbage>



organics collection is considered viable then a feasibility study needs to be undertaken for a separate kitchen organics collection or co-collection with green waste (action 5.2). However, there are a number of physical and financial issues with kerbside collection of food organics, some of which are listed below.

- Odour can be an issue with food organics if they are not collected weekly, however, there are solutions to this such as the use of biodegradable bags for the storage of kitchen organic waste.
- Treatment of kitchen organics, especially when animal by products are included, needs to be much more controlled than green waste only treatment due to greater potential for odour, vermin and pathogen spread.
- Contamination is often significantly higher for kitchen organics compared to green waste.
- Participation by householders in the kitchen waste collection service is often fairly low.
- Cost per tonne of a kitchen organics collection system either stand alone or co-collection with green waste is often high due to the increased treatment required, higher contamination and low participation (the latter reducing the cost effectiveness of the collection system). Furthermore the collection system generally will either need to be weekly or employ a system to reduce odour potential at the kerbside, such as biodegradable bags.

It is assumed that these issues will be investigated and addressed in the Regional Organics Strategy review.

#### 4.4.3. Recyclables Capture

The All Environmental Concepts Waste Audit of 200 bins in Latrobe City indicated that 20% of the waste in the garbage bin was material that should have been placed in the kerbside recycling bin (see Table 3-10). This equates to 2,700 tonnes of material that could be diverted from landfill; if captured in the correct bin it would cause a 7% increase in recycling.

The waste audit indicates that further community waste education, as identified in the waste education plan, is required as there is either still some confusion as to what can be recycled and/or some households are purposely not using the recycling bin.

Consideration needs to be given to the level of resources required to understand how Council's waste education has impacted community understanding of waste management services in Latrobe City and to identify the successful and unsuccessful methods employed (action 3). This must also include identifying areas of the municipality that need to be specifically targeted by future education programs.

#### 4.4.4. Contamination

The information available on the composition of recyclable materials collected from the kerbside indicates that contamination of both the co-mingled recyclables and the green waste kerbside bins is high at 10% and 9% respectively (see tables 3-11 and 3-12).

Through waste education practise, where it is found that households are not utilising the three bin system correctly efforts are made to educate and communicate the benefits of waste sorting. Households that regularly misuse the kerbside bin systems are identified via undertaking bin inspections and contract collection drivers having a surveillance camera mounted to capture the nature of materials entering the kerbside collection truck. Households found to be misusing the bin are recorded and monitored to ascertain if it is a regular occurrence.

Where regular misuse of the kerbside collection system is identified a process is undertaken and education actions implemented to change their habits which ultimately include an ability to undertake enforcement action. This process is provided below:

- A warning sticker system that warns the household that there is unacceptable contamination of the co-mingled recyclables / green waste bin or that the residual bin is too full is used. Education pack then sent to the household.
- Further education be provided to the household, potentially including a visit by the Council Waste Education Officer
- Enforcement against repeat offenders where a statutory fine is applied to the household or service withdrawn. This may occur after three warnings stickers have been received.

### 4.5. Hard Waste

Council has a responsibility to implement systems that incorporate community demand and responsible waste management practises. The issues discussed in this section need to be factored into all future decisions on hard waste collection services within Latrobe City; however, it is not recommended that the Council change the current system.

The current hard waste collection system provided by the Council has three separate systems:

- Two self haul 'no charge' weekends
- Two booked kerbside 'at call' collections
- Provision of four waste transfer stations.

The issues that have been identified in this section relate to the first two systems, namely the no charge weekends and the 'at call' service. Waste transfer stations and their role in recycling of hard waste are discussed in further detail in Section 4.6 below.

#### 4.5.1. Hard Waste Funding

The current booked or 'at call' kerbside service format cost to Council for each collection is approximately \$68. However less than 1% of households currently participate or take up this service (see table 3-1).

The current charges for this service is \$20 per collection per household, with concession card holders receiving the service for \$10. Currently the majority of persons using the 'at call' service are concession card holders.

Assuming 1% to 5% participation in the 'at call' service the total annual cost to Council ranges from \$16,500 to \$82,500. The net cost to Council will be dependent on the fee structure chosen; currently Council recovers \$20 full cost or \$10 concession card holder for the 'at call' collection service. Using these revenue streams and the 09/10 collection runs the total net cost to Council for 1% to 5% participation would range from \$12,750 to \$63,750 per annum.

The current losses made by the 'at call' system are paid for by income that Council set aside two years ago for this purpose. This fund is also used to cover the cost of the current self haul 'no charge' weekends at the waste transfer stations and green waste collection centres. This fund is due to run out at the end of the 2011 calendar year. After this point, Council will either have to find a method to fund the collection systems or will have to cover the expense through Council rates.

It is recommended that Council should identify a funding route for the hard waste collection services or review the costing schedule used, to minimise the net costs to Council or set a cost recoverable fee structure (action 6.1).

## 4.5.2. Polluter Pays Principle

The current hard waste collection system does not adhere to the 'polluter pays' principle. Currently there is no cost attributed to waste on two weekends of the year and the charge to the user for the 'at call' service is significantly lower than the real cost of the service to the Council. The polluter pays principle is based upon the premise that the cost of handling or treating a pollutant, in this case hard waste, is born by the person(s) that have benefited from its use. In the case of the free collection weekends and the subsidised 'at call' service this does not occur. Instead the community as a whole pays for the handling / treatment of the pollutant.

Due to the difference in the cost per collection to Council and that charged to the household, the Council is paying for the 'pollution' which is directly funded by all residents of Latrobe City through rates.

## 4.5.3. Landfill Diversion

The current hard waste collection system has facets that do not encourage the diversion of waste from landfill. This occurs in two different methods:

- The provision of 'no charge' weekends means that there is no financial incentive for the polluter to separate recyclable material from non-recyclable material.
- The current 'at call' service sends the majority of collected materials directly to landfill.

It is recommended that the 'at call' service provider be required to stop at one of the waste transfer stations provided by Council (action 6.2). At the waste transfer station these materials would then be segregated into their correct collection areas. (i.e. metals, paper/cardboard, timber, mattresses, e-waste, recyclables and other items).

## 4.6. Waste Transfer Stations

Council provides four waste transfer stations for the community to utilise across the municipality. The waste transfer stations are managed and operated by an external contractor. In undertaking the preparation of this waste management strategy, the current contract for management and operations of the waste transfer stations has been reviewed. A summary of the outcome of this contractual review, along with recommendations on changes to the structure of the contract has been captured in section 4.6.2.

Council also commissioned an assessment of the site operations and infrastructure at the waste transfer stations. As a result, a number of issues have been identified with contract mechanisms and structure, operational procedures and infrastructure and the flow of gate fees and costs in operating the sites under the current contract.

### 4.6.1. Transfer station design, operations and infrastructure

The review of the operations and infrastructure of the current waste transfer stations was undertaken with reference to the Sustainability Victoria publication *'Guide to best practice at resource recovery centres'*<sup>28</sup> and identified that there are a number of areas where

<sup>28</sup> Sustainability Victoria, Resource Smart report "Guide to best practice in resource recovery centres" 2009

improvement can be made in design, infrastructure, operations and management. The key issues that need to be addressed include:

- Improvement of the operations, especially supervision of customer waste drop-off, at the waste transfer stations to increase resource recovery and maximise landfill diversion;
- Improving use of plant, equipment and infrastructure to ensure adequate protection for customers and staff and adherence to OH&S legislation;
- Enhancing customer service levels at the waste transfer stations;
- Upgrade the mobile plant and equipment required, as well as the infrastructure to enable the contractor to increase landfill diversion and ensure adherence to OH&S regulations; and
- Layout of the sites and use of storage areas to improve amenity of the facilities

Council is considering how to implement the recommendations of the review into the requirements of the next contract for management and operation of the waste transfer stations, due to commence in July 2011 (action 7.1). These changes will ensure that Council is provided with an effective management service for the waste transfer stations, which complies with current legislation, achieves a high level of landfill diversion and provides customers/users with a significantly improved service.

#### **4.6.2. Review of contract for management and operations of waste transfer stations**

The review of the current contract included legal consideration of the structure, content and mechanisms of the contract documentation. This review identified a number of areas where the requirements of the contract need be changed, and recommendations are made to ensure improved operations and management of the facilities (action 7.1).

The key recommendation made is that the contract structure change, so that the contractor will take responsibility for the vast majority of the costs in operating the waste transfer stations to include both transport and disposal of residual waste. However, the contractor will also retain all of the gatehouse and other income, from both residential and commercial customers disposing of waste and recyclable materials. The contractor will still retain ownership and income gained from the sale or processing of all recyclable and/or re-useable materials. The impact of this structural change will drive increased resource recovery, continuous innovation and allow the contractor to create a true business unit, which will ultimately minimise the cost of the management service to Council.

A further recommendation is that the contract period be extended from the current seven year term to a seven year term, with plus three, plus two optional extensions (10 year total). This will provide incentives for the contractor to make investments in infrastructure, plant and equipment at the waste transfer stations to improve operations, occupational health and safety procedures and traffic management at the facilities. A potential contract period of ten years will provide tenderers and therefore the successful contractor with the necessary time period over which to amortise this investment. This investment, which may be supported by Council and/or grant funding from organisations like Sustainability Victoria should ultimately lead to maximising resource recovery performance and diversion of waste from the Hyland Highway landfill.

As a result of the review of the operations, infrastructure and contract structure which govern the waste transfer stations, Council has commissioned a feasibility study into the establishment of a resource recovery centre for commercial waste at the Morwell waste transfer station site. A facility such as this allowing commercial operators to pre-sort

waste materials for reuse, recycle and recovery would increase diversion from landfill which they are currently unable to do in their own facilities under current operational permits. Establishment of this centre would be dependant on the outcome of the feasibility study, securing a critical mass of waste material to ensure economy of scale and the market void not being filled by a commercial operator.

## 4.6.3. Transfer station gate fees

Waste transfer stations currently cost Council \$1.2 million per year; however, this is partially offset by \$0.3 million revenue from gate fees received. The waste transfer stations therefore provide a net cost of \$0.9 million a year currently. A key factor in the size of the deficit is the costing schedule implemented at the transfer stations with the income from gate fee costs per tonne significantly lower than the cost per tonne for disposal of residual waste at the Hyland Highway landfill. A basic assessment of the figures is provided in the table below:

**Table 4-3 Assessment of cost of waste disposal to customer and to the Council at Landfill.**

	Transfer station waste tonnage	Cost per tonne	Revenue or potential revenue
Transfer Station	6,285	\$30 <sup>29</sup>	\$188,550
Landfill	6,285	\$90.91	\$697,635

It should be noted that due to internal charging between Council business units, the cost for disposal of residual waste materials from the waste transfer stations at the Hyland Highway landfill is charged at \$90.91 (ex. GST) per tonne in 2010/2011.

It is recommended that the Council reviews the costing schedule and gate fees charged for disposal of waste and recyclable materials received at the waste transfer stations with the aim of reducing the net cost of operating the waste transfer stations to Council (action 7.2).

## 4.7. Green Waste Collection Centres (GWCC)

Council has made a sustained and successful effort to divert green waste and garden organics from landfill, to be processed for use in composting. In achieving this, Council is committed to providing facilities for disposal of green waste in the major population.

### 4.7.1. Potential use of waste transfer stations for disposal of green waste

The locations of the current GWCC facilities are in three of the same towns as the waste transfer stations. Through upgrading the waste transfer station facilities at Moe, Morwell and Traralgon to best practice, the option arises to include receipt of self-hauled green waste materials from residents. This would allow residents to have a 'one stop' centre for the disposal of all wastes, providing a more streamlined service.

The Morwell GWCC is currently the facility that undertakes receipt of green waste from both commercial and residential customers and undertakes processing and 'open windrow' composting. This facility is still required to receive green waste directly, and commercial entities dispose of green waste at the Morwell facility only (i.e not at Moe or Traralgon).

<sup>29</sup> Based on the assumption that a ute filled to the waterline would hold 0.3 tonnes of solid inert waste

The introduction of a green waste disposal capability at the upgraded waste transfer stations creates an opportunity for the closure of some or all of the dedicated GWCCs. Closure of the GWCC facilities would provide the Council with significant financial savings and would improve the service level provided to the community through co-location of waste disposal areas and longer opening hours (action 8.2).

One of the main drivers for the introduction of the green waste collection centres was a desire to reduce contamination inherent in the disposal of self-hauled green waste. If the three larger waste transfer stations were to be used for disposal of green waste then the contractor would supply a staff member to solely supervise the green waste disposal areas during certain times, as happens at the GWCCs at present. The savings are generated through there being no cost in use/rental of land for dedicated green waste collection centre sites. It is known that collection of green waste at waste transfer stations occurs across Victoria with low contamination levels and no designated site operator for green waste collection.

Council is reviewing the practice of providing separate GWCCs and the impact on operation of the waste transfer stations, should these be used for disposal of green waste.

#### **4.7.2. Tender process for green waste acceptance and processing contract**

Currently Council has to procure and manage a contract solely for the acceptance and processing of green waste, which requires establishment and operation of the separate green waste facilities. This arrangement requires users (resident or commercial) to use both the waste transfer station and the green waste collection centre if they want to dispose of both waste streams in the same day.

Council believes that the requirements for the waste transfer stations management contract could be linked or related to the requirements of the contract for acceptance and processing of green waste.

It is therefore recommended that the tender process for the contract for acceptance and processing of green waste should occur at the same time as the tender for the contract for the operations and management of the waste transfer stations (action 8.2). Tenderers would then be able to bid for each contract alone or potentially for both contracts by proposing arrangements with other specialist providers. This is likely to encourage greater competition amongst tenderers and will potentially provide the Council with reduced administration and contract management costs, as well as reduced management fees under both contracts in the long-term. The overriding aim of this process is to deliver best value for Latrobe City Council and its ratepayers.

#### **4.7.3. Contract for processing of green waste**

The review of the current contract for the processing of green waste indicates that there is potential for a number of amendments to achieve improved operations, management and the production of various organic (compost or soil conditioner) products.

An outcome of the contract review was that the next contract period be for five years, with optional extensions. This will allow Latrobe City Council to engage, with confidence, in the Gippsland Regional Waste Management Group plans to investigate the viability of processing green waste and the food organic proportion of MSW together, in the future.

The five-year time period will, however, require Council to structure the tender process to provide the incentive for tenderers to make the necessary investments in sites, infrastructure, plant and equipment to meet the contract requirements.



## 4.8. Littering and Illegal Dumping

Latrobe City acknowledges that there is a persistent problem with littering and illegal dumping of waste across the municipality.

Littering provides a number of issues including pollution, both physical and visual, and a cost for collection and disposal. There is no reason for littering to occur in Latrobe City with a significant waste infrastructure provided to the public and commercial persons.

There are two forms of littering that occur within Latrobe City; general littering and localised or hot spot illegal dumping in specific locations. Tackling these two issues requires a range of approaches.

### 4.8.1. Littering and Illegal Dumping

General littering may occur due to an inadequate number of places to dispose of waste correctly, however this is not the case in Latrobe City as 110L litter bins are provided in CBD areas, parks and gardens, bus stops and at other community facilities. Other contributing factors are a lack of understanding of how to dispose of waste correctly and a conscious decision to incorrectly dispose of waste.

Latrobe City has identified key areas of littering and / or illegal dumping and has reviewed the provision of public litter bins in these areas. Where this review ascertains that a contributing factor to the litter problem is a lack of waste receptacles then Council continues to invest in this infrastructure. Ongoing review of the implementation and effectiveness of the waste education plan forms part of litter education. Council participates in the Regional Litter Task Force through the GRWMG. There is further support available for Councils to tackle littering issues including from the Victorian Littering Action Alliance, Sustainability Victoria and the Department of Sustainability and Environment.

In addition to waste education Council undertakes enforcement action through the use of Local Laws and EPA Victoria Pollution Abatement laws. Council implements a system whereby fines can be imposed on anyone caught dumping to cover the cost of proper disposal, administration and a more significant penalty sum on top.

The management of littering and dumping requires revision of resources to be more effective and is a short coming of Council's current waste management service (action 9). It is therefore recommended that the Council create a formal littering and illegal dumping plan which clearly identifies:

- Education required - this should be created by taking the Waste Education plan in to account.
- A method for warning the public that littering and illegal dumping will no longer be accepted - this can be achieved in conjunction with education e.g. community posters and articles.
- A framework for enforcing the ban on public littering and illegal dumping, including identification of who can impose enforcement measures and what the enforcement measures are.

### 4.8.2. Public Place Recycling (PPR)

The Council does not currently provide Public Place Recycling. A waste audit of garbage from the Stockland Plaza Shopping Centre<sup>30</sup> indicated that over a third of the material present was recyclable. There is the potential therefore for the Council to divert

<sup>30</sup> All Environmental Concepts; Wattus, M, Gippsland Regional Waste Management Group: Waste Audits January 0- February 2009, 2009

approximately a third of public litter bin waste from landfill through the introduction of PPR bins or other containers. This could annually represent 125 tonnes of material diverted from landfill. The provision of PPRs reinforces the importance of recycling to the general public as well as diverting waste from landfill.

Council currently undertakes recycling at public events. This Strategy recommends the consideration of placement of PPRs alongside public litter bins that are in high footfall locations (action 10.1), e.g. shopping centres, town centres, sporting ovals and picnic areas. It is recommended that the PPRs be co-located with public litter bins and that they be distinctive from the public litter bins through differential colouring, signs and design of the waste acceptance hole (action 10.2). Undertaking these differences will aid in the reduction of contamination of the PPR bin.



## 5. Action Plan

### 5.1. Objectives and Priorities

This action plan captures the key recommendations of this Waste Management Strategy and provides recommended timelines for the Council to achieve the recommendations. In undertaking these actions it is believed Council will move closer to achieving its TZW target of a 65% diversion of waste from landfill and the aim of Latrobe 2026 for making Latrobe City a liveable and sustainable city.

### 5.2. Action Plan

The following Action Plan has been developed to achieve identified long term objectives, detailed above, and address identified issues and opportunities for improvement detailed throughout the WMS:

**Table 5-1 Action Plan**

RECOMMENDATION	ACTIONS	RESPONSIBILITY	COMPLETION DATE
1. Transfer Station and Green Waste Collection Centre Information	1.1 Contractual requirement to provide: <ul style="list-style-type: none"> <li>– Cost per facility</li> <li>– Tonnages per waste stream for each facility</li> <li>– Electronic data capture system</li> </ul>	<ul style="list-style-type: none"> <li>• Contract tender evaluation</li> </ul>	<ul style="list-style-type: none"> <li>• Feb 2011</li> </ul>
2. Commercial waste landfill diversion strategy	2.1 Identify a strategy for the reduction of commercial waste arising at Hyland Highway landfill. Including <ul style="list-style-type: none"> <li>– Financial;</li> <li>– Incentive;</li> <li>– Facilitation; and</li> <li>– Education strategies.</li> </ul>	<ul style="list-style-type: none"> <li>• Latrobe City Council officers and GRWMG</li> </ul>	<ul style="list-style-type: none"> <li>• Feb 2011</li> </ul>

RECOMMENDATION	ACTIONS	RESPONSIBILITY	COMPLETION DATE
3. Waste Education Plan	3.1 Review the Waste Education Plan Action Plan to ensure alignment with the adopted strategy;	• Waste Education Officer and GRWMG	• Feb 2011
	3.2 Continue working in collaboration with Gippsland Regional Waste Management Group to achieve waste education goals;		• Ongoing
	3.3 Identify the best education methods for: <ul style="list-style-type: none"> <li>– Reduction of contamination in all methods for collection of recycling and green waste;</li> <li>– Methods for increasing capture rate of recyclables and green waste in all collection systems;</li> <li>– Engaging all sections of Latrobe City community, including commercial waste providers; and</li> <li>– Reduction in littering behaviour across the municipality.</li> </ul>		• Ongoing
4. Advanced Waste Treatment	4.1 Support Gippsland Regional Waste Management Group efforts to provide a business case for a Regional AWT facility;	• Manager Natural Environment Sustainability	• Ongoing
	4.2 Ensure that any GRWMG recommendations are feasible financially and physically for Latrobe City; and	• Contract tender evaluation	• Feb 2011
	4.3 Maintain the ability to implement an AWT at a Latrobe City level, should a technology arise.		

RECOMMENDATION	ACTIONS	RESPONSIBILITY	COMPLETION DATE
5. Kerbside Collection	5.1 Review the current bin size offering to residents with the potential to offer an 80L MGB garbage bin;	<ul style="list-style-type: none"> <li>Waste and Recycling Services Co-ordinator</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>
	5.2 Review the feasibility of providing a Kitchen Organics kerbside collection service should a Regional or Local solution to Kitchen Organics treatment become viable;	<ul style="list-style-type: none"> <li>Waste Education Officer and GRWMG</li> </ul>	<ul style="list-style-type: none"> <li>July 2012</li> </ul>
	5.3 To allow for future AWT development to be supported with materials arising from the kerbside or transfer stations the Council should ensure that future contracts provide the ability for materials to be sent to a facility of Latrobe City Councils choice, with compensation to the operator if it entails extra cost;	<ul style="list-style-type: none"> <li>Manager Natural Environment Sustainability</li> <li>Contract tender evaluation</li> </ul>	<ul style="list-style-type: none"> <li>June 2011</li> </ul>
	5.4 Continue identification of household and commercial users that are continually misusing the kerbside collection bins as a requirement for the kerbside collection contractor to monitor and report offenders on a monthly basis should be included in future kerbside collection contracts;	<ul style="list-style-type: none"> <li>Waste and Recycling Services Co-ordinator</li> <li>Contractor</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>
	5.5 Further review system for the enforcement of waste management systems, to including: <ul style="list-style-type: none"> <li>Education that will be provided to identified offenders;</li> <li>Warnings that would be provided to repeat offenders;</li> <li>Statutory fining/enforcement to repeat offenders.</li> </ul>	<ul style="list-style-type: none"> <li>Waste Education Officer</li> <li>Local Laws Officers</li> </ul>	<ul style="list-style-type: none"> <li>June 2012</li> </ul>
6. Hard waste service	6.1 Review the current provisions for hard waste funding and identify how funding will occur post 2010/11; and	<ul style="list-style-type: none"> <li>Manager Natural Environment Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>June 2011</li> </ul>
	6.2 The 'at call' service provider be required to stop at one of the waste transfer stations provided by the Council	<ul style="list-style-type: none"> <li>Contract tender evaluation</li> </ul>	<ul style="list-style-type: none"> <li>Feb 2011</li> </ul>

RECOMMENDATION	ACTIONS	RESPONSIBILITY	COMPLETION DATE
7. Transfer Station	7.1 Implement actions identified in the report Latrobe City Council <i>Review of Transfer Station management Contract and Infrastructure</i> ; and	• Waste and Recycling Services Co-ordinator	• June 2011
	7.2 Review current Transfer Station gate fees.		
8. Green Waste Collection Centres	8.1 Review the provision of Green Waste Collection Centres as totally separate facilities from Transfer Stations;	• Waste and Recycling Services Co-ordinator	• June 2011
	8.2 Implement actions identified in the Report <i>Latrobe City Council Greenwaste Contract review</i> .		
9. Littering and illegal dumping	9.1 Continue participating in the GRWMG Littering Prevention Task Force.	• Waste Education Officer and GRWMG	• Ongoing
	9.2 Review provision of Public Litter Bins in current areas of high littering;		• June 2014
	9.3 Cross reference with the Waste Education Plan to ensure that education systems focused at littering behaviour are put into place;	• Waste Education Officer and Local Laws Officers	• June 2012
	9.4 Further review the system for the enforcement of littering prevention, to include: <ul style="list-style-type: none"> <li>– Education that will be provided to identified offenders</li> <li>– Warnings that would be provided to repeat offenders;</li> <li>– Statutory fining/enforcement to repeat offenders.</li> </ul>		

RECOMMENDATION	ACTIONS	RESPONSIBILITY	COMPLETION DATE
10. Public Place Recycling (PPR)	10.1 Review the provision of PPRs with a view to installing them in high footfall locations alongside Public Litter Bins (PLBs);	<ul style="list-style-type: none"> <li>Waste and Recycling Services Co-ordinator and Waste Education Officer</li> </ul>	<ul style="list-style-type: none"> <li>June 2011</li> </ul>
	10.2 Ensure that PPRs put in place are clearly different to PLBs through use of different colours, Educational stickers and different shape of material receipt entrance.		
11. Financial Considerations	11.1 Investigate financial implications of moving to full cost recovery for whole of life approach;	<ul style="list-style-type: none"> <li>Manager Natural Environment Sustainability and Manager Finance</li> </ul>	<ul style="list-style-type: none"> <li>May 2011</li> </ul>
	11.2 Investigate financial implications for moving to 80L garbage bins.		<ul style="list-style-type: none"> <li>Feb 2011</li> </ul>

This Action Plan will be reviewed on a yearly basis and the WMS every 5 years.

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## APPENDIX A - KEY FEDERAL AND STATE LEGISLATION AND POLICIES AND OTHER INITIATIVES



## KEY FEDERAL AND STATE LEGISLATION AND POLICIES

### 1.1. KEY FEDERAL LEGISLATION AND POLICIES

#### 1.1.1. National Waste Policy

The National Waste Policy heralds a new, coherent, efficient and environmentally responsible approach to waste management in Australia. The policy, agreed by all Australian environment ministers in November 2009, sets Australia's waste management and resource recovery direction to 2020.

The policy sets directions in six key areas and identifies 16 priority strategies that would benefit from a national or coordinated approach. These strategies will provide focus to the work across individual jurisdictions, build on current directions and complement existing activity. They will also provide clarity and certainty for business and the community.

The six key areas are:

1. **Taking responsibility-** Shared responsibility for reducing the environmental, health and safety footprint of products and materials across the manufacture-supply-consumption chain and at end-of-life.
2. **Improving the market-** Efficient and effective Australian markets operate for waste and recovered resources, with local technology and innovation being sought after internationally.
3. **Pursuing sustainability-** Less waste and improved use of waste to achieve broader environmental, social and economic benefits.
4. **Reducing hazard and risk-** Reduction of potentially hazardous content of wastes with consistent, safe and accountable waste recovery, handling and disposal.
5. **Tailoring solutions-** Increased capacity in regional, remote and Indigenous communities to manage waste and recover and re-use resources.
6. **Providing the evidence-** Access by decision makers to meaningful, accurate and current national waste and resource recovery data and information to measure progress and educate and inform the behaviour and the choices of the community.

The National Waste Policy Implementation Plan was endorsed by the Environment Protection and Heritage Council on 5 July 2010. The implementation plan identifies priority initiatives and milestones, presents the governance arrangements that will support the Environment Protection and Heritage Council and sets out how progress will be tracked and performance monitored.

The implementation plan will be regularly updated as initiatives are scoped, consultation occurs, initiatives are completed and new work is agreed.

The National Waste Policy sets the direction for Australia over the next 10 years to produce less waste for disposal and manage waste as a resource to deliver economic, environmental and social benefits.

The National Waste Policy establishes a comprehensive work program for national coordinated action on waste across six key areas:

1. Reducing hazard and risk;
2. Tailoring solutions;
3. Providing the evidence;
4. Taking responsibility;
5. Improving the market; and
6. Pursuing sustainability

### **1.1.2. National Initiatives**

#### ***National Packaging Covenant***

The new Australian Packaging Covenant (APC) is a voluntary initiative by government and industry to reduce the effects of packaging on the environment. The covenant provides a comprehensive list of commitments that signatories should consider when developing required action plans with regard to packaging.

The new Australian Packaging Covenant (APC) commenced on the 1st July 2010. The new APC focuses on improved packaging design, away from home recycling, litter reduction and increased engagement across the supply chain through product stewardship. An important element of the APC is the Sustainable Packaging Guidelines (SPG) which have been developed to assist signatories to review and optimise their packaging.

The Covenant establishes a framework for the effective life cycle management of consumer packaging and paper products that will be delivered through a collaborative approach. It aims to achieve, with the help of all participants, a recycling target of 65% for packaging and no further increases in packaging waste disposed to landfill by the end of 2010.

Companies, Government Agencies and Industry Associations sign the Covenant and commit to certain responsibilities which contribute to achieving the Covenant Performance Goals and KPI's. Anyone involved in the packaging supply chain is invited to sign the Covenant.

All signatories to the Covenant recognise that a co-operative approach between industry and all spheres of government is essential to achieving national consistency in the lifecycle management of packaging and paper and the implementation of sustainable kerbside collection systems.

## **1.2. KEY STATE POLICIES AND INITIATIVES**

### **1.2.1. Towards Zero Waste Strategy**

*The Sustainability in Action: Towards Zero Waste Strategy (TZW)* was developed in-line with the EP Act. The objectives of TZW are to reduce and recover solid waste, and to reduce the environmentally damaging impacts of waste.

The strategy sets out the overall Environmental Sustainability Framework and state waste recovery targets for Sustainability Victoria (SV), the Environment Protection Authority (EPA), Regional Waste Management Groups and Local Government with regard to solid waste management in Victoria.

Some of the TZW targets are:

- Reduce the amount of waste generated by 1.5 million tonnes per annum by 2014, compared to 2002/03.
- Increase the recovery rate in all solid waste generated from the current 48% (2003) to 75% by 2014 comprising:
  - 65% recovery rate (by weight) of MSW for reuse and recycling by 2014. An interim target of 45% recovery rate is established for 2008-09;
  - 80% recovery (by weight) of (C&I) solid waste for reuse and recycling by 2014. An interim target of 65% is established by 2008-09; and
  - 80% recovery rate (by weight) of (C&D) solid waste for reuse and recycling by 2014. An interim target of 65% is established for 2008-09.
- 25% reduction in littering behaviour compared with 2003 levels

Sustainability Victoria (SV) released a progress report in 2006-07 which indicated that recovery of C&I and C&D waste were on track to meet the TZW recovery targets (see Table 1 below). To meet the 65% target for MSW recovery more significant change is required, particularly with the recovery of green organics. It is expected that metropolitan councils and some larger regional councils will have to exceed the 65% MSW diversion target if the State wide target is to be met. In effect the target of metropolitan councils is therefore 70%.

**Table 1.1 Waste Recovery in Victoria**

	Actual	TZW Recovery Targets	
	2006-07	2008-09	2013-14
MSW (Metro Melbourne)	41% (43%)	45%	65%
C&I waste	68%	65%	80%
C&D waste	71%	65%	80%

### 1.2.2. Victorian Advanced Resource Recovery Initiative (VARRI)

To support the implementation of the Strategic Plan and new initiative VARRI was instigated by the State Government to facilitate the development of ARRT facilities in metropolitan Melbourne. The incorporation of ARRT facilities into waste management practices in Victoria could significantly increase the quantities of material recovered from the waste stream, particularly garden and food organic material which currently make up a large proportion of waste disposed to landfill. The aim is to have two ARRT facilities well advanced by 2010.

The WMS of councils will need to be reviewed in light of the project's recommendations.

### 1.2.3. Solid Industrial Waste Management Plan

The Solid Industrial Waste Management Plan was developed to establish goals and targets for solid waste management (e.g. C&I and C&D waste) in Victoria. The outlined goals of the plan included:

- To increase materials-use efficiency and reduce waste generation
- To increase the sustainable recovery of materials for recycling and reprocessing; and
- To reduce the environmentally damaging impacts of waste.

The key targets are:

- Reduce the quantity of waste generated by 1.5 million tonnes by 2013;
- 65% recovery rate in SIW by July 2008 (towards an 80% rate by 2013);
- Reducing greenhouse emissions, litter and toxic materials in the waste stream.

Waste from households and Council activities are classified as municipal waste and are not addressed in this plan. However, it does include household waste delivered by a commercial operator.

## 1.3. OTHER WASTE ISSUES OR INITIATIVES

### Eco-Buy Program

Eco-buy is an initiative funded by the Department of Sustainability and Environment (DSE) and Sustainability Victoria (SV), which encourages the purchasing of environmentally preferable products and services. Both State and Local Governments have incorporated Eco-buy

recommended products for internal purchasing, demonstrating the commitment of government in attaining a more sustainable future.

### **Discussion of Current and Future Disposal Cost / Levies**

Landfill levies have increased since their inception in 2001 from \$ 4 / tonne for both municipal waste and industrial waste to \$9 / tonne and \$15 / tonne for municipal and industrial waste respectively. Landfill levies are likely to increase further as Victorians moves towards favouring resource recovery rather than disposal to landfill. Such an increase will result in higher costs at the landfill gate.

### **Other EPA Policy Initiatives**

The following activities are planned over the next 12 months by the EPA:

1. Impact strategy study on banning organics to landfill – detailed assessment to be conducted;
2. Input to the landfill levy development – new legislation being developed by DSE;
3. Publication 508 - Organic regulations and guidelines reviewed;
4. Develop regulations and guidelines for future ARRTs; and
5. Review Landfill BPEM.

Note. This WMS may need to be reviewed in light of these activities.

### **Contamination – Problematic Waste Items**

Separation of waste materials at source (e.g. using separate bins at home) is fundamental to promoting cost-effective resource recovery and processing. Separation by the resident helps to reduce the labour and energy required to sort materials and manage contamination at processing sites. Comprehensive education programs about the appropriate use of the kerbside system are required to improve kerbside collections by reducing inappropriate disposal of potentially hazardous materials and items that damage processing infrastructure and end-product markets. Contamination can also pose health and safety risks for collectors and processors and cause equipment damage.

Problematic waste items include plastic in green waste, non-recyclable plastics such as meat containers, hazardous materials such as batteries in recyclables bins and clinical waste such as needles and syringes.

### **Occupational Health and Safety**

There have been significant OH&S issues identified with the kerbside collection of waste, as a result Workcover has identified the industry as posing a high risk to employee health and safety. Occupational Health and Safety Guidelines for the Collection of Domestic and Commercial Non-Hazardous Waste and Recyclable Materials were released in 2003.

The OH&S issues addressed in the guidelines include:

- A 'No-Lift' approach to the handling of containers;
- A 'No-Riding on the outside of vehicles' approach to prevent serious injuries and fatalities;
- A 'No-work at heights' approach except in workshops or by fully equipped service crews; and
- Compliance with OH&S legislative requirements.

Kerbside collection systems that require manual lifting have been replaced with mechanical collection trucks. Hard waste collections still pose an employee and community risk, particularly if waste is required to be left on the nature strip in the front of residential properties

Worksafe Victoria have developed a handbook titled *Safe Collection of Hard Waste*, November 2008, that provides information on how to safely collect domestic hard waste and bundled green waste applying a risk management approach to address specific hazards. It states that "Councils and collectors need to assess their own circumstances and apply the safest collection practice".

### **Product Stewardship Programs**

By taking responsibility for the end-of-life cycle of products and materials, the environmental impacts associated with those materials can be significantly reduced. Producers, users and consumers share the responsibility from design and manufacture to use and end-of-life management. The Federal and State Government have both introduced initiatives for product stewardship schemes.

The Federal Government has product stewardship initiatives for:

- Degradable plastics;
- Oil;
- Tyres; and
- PVC

E-waste has been identified as a national priority waste due to the significant quantities being produced and the hazardous nature of the waste. The inclusion of televisions and computers in the product stewardship initiative is currently being developed by the Federal Government. Local government is a key stakeholder in management of e-waste. Much of this material is placed out for council hard waste collection. This mode of collection is likely to continue as part of any new scheme.

Council supports proposals for a product stewardship scheme and seeks to ensure that its role in the full life cycle management of e-waste is recognised and appropriately resourced with any national initiative.

## APPENDIX B - INTERIM HARD WASTE COLLECTION

## **INTERIM HARD WASTE COLLECTION SERVICE**

### **AT CALL SERVICE**

All Latrobe City residents will be offered a user pays, 'at call' service in the 210/2011 financial year. Beyond the 2010/2011 financial year, residents will be advised if there are any changes to arrangements regarding hard waste.

Loads are limited to 2 cubic meters, and residents must pre-book by phoning Latrobe City Council on 1300 367 700.

#### **'At Call'**

##### **Booking and payment by**

1 February until 16 April 2010

18 August until 17 November 2010

##### **Collection in week beginning**

27 April 2010

29 November 2010

The full cost of the service is \$20 per collection or \$10 per collection for Pensioners and Health Care Card holders.

### **Material acceptable for hard waste collection**

#### **Metal Products**

Tyre Rims, piping, sheets of iron, car panels old tools, bath tubs, empty drums/cans, bed frames, sinks/troughs, scrap metal

#### **Furniture**

Couches, mattresses, floor coverings, tables, chairs, exercise equipment, shower screens

#### **Household appliances**

Hot water services, computers, fridges, freezers, ceiling fans, light fittings, photocopiers, printers, heaters, stoves, driers, televisions, air conditioners, kettles, microwave ovens, video recorders, toasters, washing machines, dishwashers.

### **Material not acceptable for hard waste collection**

Excavated material, building rubble, car bodies (complete), engines, fuels, batteries, chemicals, oils, paint, hazardous waste, inflammable material, grass clippings, weeds, dead animals, asbestos, mirrors, industrial waste, windscreens, broken windows, gas bottles, concrete, tyres and green waste.

### **No charge waste weekends**

In the 2010/2011 financial year, Latrobe City residents will be offered two no charge green waste drop off weekends, and two no charge waste drop off weekends.

Please refer to the "Your recycling and waste service guide" for further information or contact the Waste and Services Co-ordinator on 1300 367 700.

\* changed to coincide with CFA Fire Readiness Week.

#### **No charge green waste weekends**

17 and 18 October 2010\*

26 and 27 February 2011

#### **No charge hard waste weekends**

25 and 26 September 2010

26 and 27 March 2011

24 and 25 September 2011

## APPENDIX C – VICTORIAN LITTER STRATEGY 2009, CREATING CLEANER, SAFER PLACES SUMMARY



## 09 Summary

# Creating Cleaner, Safer Places

**Working together to  
remove litter from  
Victoria's environment**

[sustainability.vic.gov.au](http://sustainability.vic.gov.au)

**Since the mid 1980s, the prevalence of litter has received increasing attention because of its environmental impact and association with anti-social behaviour. In a society which aims to reduce its overall waste and environmental impact, most litter represents a loss to recycling and reuse opportunities.**

Whether it is food packaging, plastic bags, cigarette butts, dog poo or syringes, litter is one of the most visible signs of pollution and its impact is substantial.

Acknowledging environmental impacts and wasted resources from littering, the Victorian Government in 2005 addressed litter as part of its *Sustainability in Action: Towards Zero Waste Strategy* (TZW) – setting a target to improve littering behaviours by 25% by 2014, compared to 2003 levels.

In 2006, the Victorian Government committed to developing a new Victorian litter strategy to achieve the TZW target.

This new strategy represents the next step in litter prevention and litter management and sets the directions to support Victoria to achieve its commitments.

## Objectives

The objectives of the strategy are to prevent litter and improve litter management practices to meet the TZW littering behaviour target and achieve clean and safe public places.

The objectives will be achieved by government, industry and community sectors working together to meet their shared responsibility to achieve a litter-free Victoria.

## What does the strategy cover?

The strategy outlines where we've come from, what we have achieved and what we need to do. It sets out a vision for how we can get there together.

Creating cleaner, safer places for all Victorians to share is the focal point for this strategy. Accordingly, it targets our shared places including train stations, parks and sporting grounds, forests, beaches, streets, roadsides and shopping centres. It also targets particular littering activities which may not always occur in public spaces, but nevertheless have a cost, such as building site littering and illegal dumping.

The strategy provides information about littering and litterers and notes the importance of shared responsibility and partnerships, with all players – all levels of government, industry, business, communities and individuals – working together to remove litter.

A recent example is the joining of Keep Australia Beautiful Victoria (KABV) with Sustainability Victoria. This creates an opportunity to engage a wider range of regional and metropolitan communities to prevent and remove litter under the iconic Keep Australia Beautiful (KAB) brand.

The strategic directions outlined in this document build on the broad range of current litter management practices and programs, and include expanded and new actions to fill identified gaps to move towards meeting the TZW target.

The three key inter-related elements of this strategy are:

- education
- infrastructure
- enforcement.

To change littering behaviour, all three elements must be in place and be complementary. They need to be adaptable to local conditions and need to include incentives, communication activities and evaluation. These elements characterise Victoria's approach to litter prevention.

## An integrated strategy

The strategy outlines four areas for future directions:

- 1 a coordinated statewide approach
- 2 improved litter prevention and management
- 3 behavioural change
- 4 improved measurement and reporting.

Achieving cleaner, safer public places requires complementary action across all these areas.

The first action area, **a coordinated statewide approach**, provides the umbrella for future action on the prevention, management and removal of litter.

The second and third action areas, **improved litter prevention** and **management and behavioural change**, provide the opportunity for coordinated, targeted action for each of the public places identified as priorities in this strategy.

The fourth action area, **improved measurement and reporting**, supports the overall strategy and provides the critical information we need to inform, evaluate and monitor all future actions under this strategy.

A summary of the major actions that form the core of *Creating Cleaner, Safer Places* is outlined below.

## 1 Statewide action to reduce litter from Victoria's environment

Litter actions	Description	Places
Victoria Litter Action Plan	This plan will integrate the current and proposed actions of governments, industry and the community to prevent and manage litter in our public places. It will aim to maximise outcomes by coordinated, joint action and reduced duplication.	The plan will cover the range of public places across metropolitan and regional Victoria.
Whole-of-government approach	This approach aims to ensure that stakeholder roles are clear, duplication of work is avoided, and litter is considered in the planning of, where appropriate, new government policy and initiatives.	The approach will be implemented across a range of government departments in partnership with land owners.
Investigate establishing a central public reporting system for the public to report littering and illegal dumping	This central reporting system could draw together existing systems and provide a central point for reporting littering.	This system will cover all forms of littering in parks, forests, streets and roadsides, rivers and beaches.
Investigate establishing an illegal dumping database for authorities to compile information about illegally dumped materials	This database could help better quantify the extent of the problem and associated management costs, and assist in new strategies to prevent illegal dumping.	This database will include all forms of illegal dumping in parks, forests, streets and roadsides, rivers, beaches and other public places.
Work with local governments to establish a regional illegal dumping squad for councils	The aim of this initiative is to partner with regional local governments to trial an illegal dumping squad, supported through statewide enforcement provisions.	The primary focus of this initiative is on places where most illegal dumping occurs.

## 2 Improved litter prevention and management

Litter actions	Description	Places
Street sweeping guidelines for councils	Guidelines and training for councils should improve street sweeping efficiencies and reduce costs.	Statewide – streets and roadsides.
Build local government capacity in street bin management guidelines	Extending this training to more councils will result in greater efficiencies and cost savings.	Statewide – streets and roadsides.
Increase the number of local government litter enforcement and education officers and continue to use existing networks	KABV will work with local governments and waste management groups to identify opportunities to increase litter enforcement activity undertaken by councils. This will help EPA Victoria's full-time Litter Enforcement Program Officer and provide training to improve the litter enforcement capabilities of staff in local governments. Existing council education and enforcement officer networks will also continue to be a successful way for councils to share information and knowledge and work together on litter.	Statewide – this initiative will strengthen action.
Install bins for recyclables and better bins for rubbish at railway stations and major tram stops	KABV will work with train and tram operators to encourage the extension of this initiative to major tram stops and V/Line stations.	Metropolitan and major regions; train stations and major tram stops.
Regional and rural illegal dumping, litter and public place recycling projects	The Sustainability Victoria Regional TZW Support Program (2008-11) funds regional and rural Victoria to implement a range of projects targeting illegal dumping, public place recycling improvements and litter prevention and management.	Rural and regional Victoria parks and sporting grounds, rivers, train stations, streets and roadsides.

## 3 Behavioural change

Litter actions	Description	Places
Awareness campaign	In consultation with a range of partners, the government will examine the potential of a targeted awareness campaign to further increase awareness of the impacts of littering and its potential role in supporting statewide and local action, particularly targeting illegal dumping.	It is envisaged such a campaign will target littering in all Victorian public areas, with a particular focus on the growing area of illegal dumping.
KABV's Tidy Towns, Sustainable Communities and Clean Beaches Awards	These awards are held and promoted annually to recognise and celebrate sustainability and environmental initiatives (including those addressing litter) in rural and regional Victoria, metropolitan Melbourne, and bay and coastal communities.	These awards showcase action by Victorian communities in relation to all our public places.
Provision of educational litter materials as part of ResourceSmart Schools	Through the ResourceSmart Schools Waste Program, a greater emphasis will be placed on litter and its impacts.	Victorian schools – with strong messages about the impact of littering in our public places.
Litter prevention kits (for roadside litter in particular)	The Roadside Litter Prevention and Resource Recovery Kit aims to influence the behaviour of road users and prevent litter and increase resource recovery from roadsides. This kit has the potential to be rolled out across Victoria and nationally.	Statewide – roadsides.
Adopt a Roadside	This program provides an opportunity for individuals, organisations and businesses to help maintain sections of roadside within Victoria's road network.	Statewide – roadsides.
Clean Site	KABV's Clean Site is an education program for builders and tradespeople which aims to manage environmental impacts from residential construction, including litter, washings and sediment and waste management of recyclable materials.	Statewide – building sites, waterways.
Stationeers	Since 1994, KABV's Stationeers – Right on Track Program has fostered community support and participation to improve the appearance and surrounds of railway stations by removing litter, establishing and improving landscapes, discouraging vandalism and generally encouraging public awareness of the broader value of the station.	Regional and metropolitan train stations.

## 4 Improved measurement and reporting

Litter actions	Description	Places
Annual Victorian Litter Report (VLR)	Sustainability Victoria will report annually on progress against the TZW litter target to provide a clear picture of progress towards the littering behaviour target and other measures.	Assessments will be conducted at more than 200 locations throughout Victoria, including public places.
VLR local tool	Sustainability Victoria will make the VLR methodology available to local governments and other organisations to enable them to independently undertake litter measurement. This template tool will enable these land and product managers to undertake assessments beyond those conducted as part of the VLR.	This tool will be available statewide.
Data collection and training	Sustainability Victoria will encourage development and uptake of best practices and tools to measure and monitor local program performance from an infrastructure, education and enforcement perspective.	This will be undertaken statewide.
KAB's National Litter Index (NLI)	Sustainability Victoria will continue to support the conduct of KAB's NLI (a national litter count).	These litter counts are conducted at a range of sites in Victoria, including public places.
Local Government Data Collection Survey	This survey is undertaken annually. Work is also underway to improve regional data collection and reporting with funding from the Sustainability Fund.	Statewide.
Litter strategy template	The Metropolitan Waste Management Group's (MWMG) SMART litter group has produced a litter strategy template used by a number of councils for their 2009-10 budgets. Through this strategy, KABV will work with the MWMG to roll it out to other councils.	This tool has the potential to assist local governments across Victoria to address littering within their municipalities.

Operating from within Sustainability Victoria, KABV will team with key partners in delivering these statewide approaches: DSE, VLAA, Department of Transport, local governments, schools, train and tram operators, land managers and waste management groups.

## The future

In partnership with key stakeholders, including the Victoria Litter Action Alliance (VLAA), Sustainability Victoria will develop an action plan in 2009-10. This plan will integrate the current and proposed government, industry and community action to prevent and manage litter in our public places. It will aim to maximise outcomes by coordinated joint action and reduced duplication.

*Creating Cleaner, Safer Places – Working together to remove litter from Victoria's environment* forms an integral part of the Victorian Government's overall commitment to delivering on TZW by 2014.

This strategy can only be delivered by drawing on the skills and actions of everyone. It is an invitation to all Victorians who care about having clean and safe public places in which to live, work and relax, to join with the government to achieve a litter-free Victoria.

For further information and enquiries about this document please contact:

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## APPENDIX D – WASTE EDUCATION PLAN





## Latrobe City Council Waste Education Plan 2010 – 2015

August 2010

## Table of Contents

1. Introduction	1
2. Our Vision	2
3. Principles of Waste Education	4
4. Strategic Objectives	5
5. Strategic Actions	11
6. Implementation	14
7. Achievements and Evaluation	15
8. Glossary of Terms	16

**Waste Education Plan** prepared by Natural Environment Sustainability, August 2010.

**Cover photo:**

Primary school group on a WasteSmart Education tour at the DASMA Materials Recycling Facility, Morwell

## 1. Introduction

Australians are the second highest producers (behind the United States) of waste, per person, in the world, with each of us sending almost 470kg of waste to landfill each year, this equates to 192 kg per person.

In Victoria, approximately 1 million tonnes of garbage was collected through kerbside services in 2007-08. The total tonnage collected has increased by 0.7% or 6,871 tonnes over the past year.

The best practice bin systems (a 240L commingled recyclables fortnightly bin) delivered the greatest yield per household and a higher diversion rate compared to other bin system combinations.

Most Victorian Councils now have kerbside collection services, with Latrobe City being one of the first to introduce green waste recycling in their three bin system. In the 2009/10 year in Latrobe City, we recycled 56.5% of household rubbish, which is amongst the ten best in the state.

The rapid growth in recycling is an outstanding result, giving much of our waste stream a second life, and slowing the growth in the amount of waste going to landfill.

While improvements in recycling rates should be applauded, the sheer quantity of waste generated is still enormous, and cannot be sustained by the environment in the long term.

Waste disposal to landfills comes at a considerable economic cost; with local government in Victoria spending millions of dollars each year, and at an enormous environmental cost.

In recognition of the growing pressure being placed on our environment by rapidly filling landfills, in 2003 the Victorian State Government introduced a draft ten year strategy, 'Towards Zero Waste'.

The Towards Zero Waste Strategy has set targets that all local Councils will be expected to meet by introducing new collection systems and increasing awareness of, and community participation in, waste minimisation activities.

Like all municipalities in Victoria, Latrobe City will be expected to meet targets set by the Towards Zero Waste Strategy to divert 65% of household waste from landfill by 2013, and to continue to upgrade its kerbside collection system.



Members of a local Probus Club inspect the Materials Recovery Facility in Morwell



## 2. Our Vision

### Our Vision

This Waste Education Plan has been prepared within the context of the strategic framework and aspirations reported in “Latrobe 2026: The Community Vision for the Latrobe Valley”

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

And for Natural Environment:

“In 2026, Latrobe Valley enjoys a beautiful natural environment that is managed and protected with respect, to ensure a lasting legacy for future generations.”

The principles, objectives and actions outlined in this Waste Education Plan have been developed within the context of other policies, strategies, plans and commitments made by Latrobe City Council. In particular, the Natural Environment Sustainability Strategy (2008-2013): Action to reduce incidental environmental damage, Action to enable and build capacity, and the Waste Management Strategy.

Latrobe City Council is actively responding to the challenge of creating a sustainable community. It is committed to maintaining natural vegetation, reducing greenhouse gas emissions and domestic water use, recycling waste, introducing energy-efficient technologies, and educating the community in better waste management and environmental protection.

These measures will be introduced in tandem with increased environmental education – at school, community and local government levels.

The Waste Education Plan provides an integrated approach to current waste reduction and litter prevention education in the community and encourages participation by people and organizations across a range of sectors within Latrobe City.

### Local Context for Waste Education Plan

#### **LATROBE 2026 PRINCIPLE: SUSTAINABILITY**

Sustainability refers to our ability to meet the diverse needs of the community today in a way that will not compromise the ability of future generations to meet their needs. Whether we are considering the environment, the strength of our economy or our social and cultural wellbeing as a community, we are striving to identify solutions that will achieve sustainable outcomes for the future.

#### **NATURAL ENVIRONMENT SUSTAINABILITY STRATEGY: ACTION TO REDUCE INCIDENTAL ENVIRONMENTAL DAMAGE**

Continue community waste management education to promote the waste avoidance hierarchy including waste reduction, re-use and recycling.

#### **WASTE EDUCATION PLAN**

The purpose of this plan is to provide a coordinated approach to waste and litter reduction education activities for Latrobe City Council. The plan works to achieve this goal by providing a framework for educational opportunities and an action plan of activities to benefit local residents, schools, businesses, and Council.

## 2. Our Vision

### Waste Education Commitment

In 2004, Latrobe City was the first Council in the Gippsland region to appoint a dedicated Waste Education Officer. The Waste Education Officer employs methods identified as 'best value principles' by Regional Waste Management Groups, to encourage and assist waste minimisation behaviour across a range of sectors within the Latrobe City community.

The work of the Waste Education Officer is critical in being able to deliver the many waste education activities and initiatives outlined in this Plan.

The key responsibility areas of the Waste Education Officer include:

- To reinforce the strategic objectives of Latrobe 2026;
- To review and implement the Waste Education Plan for Latrobe City;
- To raise community awareness of the need for waste diversion and the impact of waste and litter on the environment and the standard of living;
- To implement an ongoing pre-school and primary school level Waste and Litter Education Program, including tours to recycling facilities; and
- To promote recycling and waste diversion through the local media.



Students and teachers from a local primary school view operations at PineGro Green Waste Recycling Facility as part of Council's WasteSmart Education Tour

# 3. Principles of Waste Education

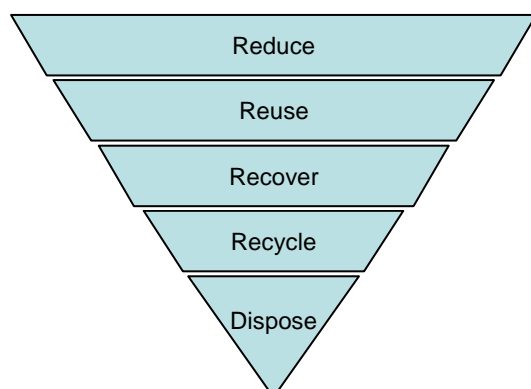
### Principles of Waste Education

#### 1. Lead by Example

People are influenced by the behaviours of others. Council shall provide education programs that are aligned with Council's current services, and reinforce positive behaviours.

#### 2. The 4 R's

Waste should primarily be avoided where possible. Where waste is generated, we should actively Reduce, Reuse, Recover and Recycle. Latrobe City will ensure that the waste hierarchy will be advocated through its education efforts.



#### 3. The thin edge of the wedge

Latrobe City acknowledges that it will have to think globally and act locally to develop sustainable waste generation habits. Latrobe City will develop education techniques which advocate sustainable behaviours and can be implemented in the local community.

#### 4. If at first you don't succeed

It is acknowledged that the community we live in is diverse. Therefore, taking a 'one size fits all' approach will exclude groups within our community. Latrobe City will strive to develop diverse forms of education which are inclusive of cultural and generational diversity.

#### 5. What goes around, comes around

Latrobe City acknowledges the benefits of community engagement. The waste education program will endeavour to act as a conduit for information sharing, and promote involvement and cooperation within the community. This will lead to service improvements for the future.

#### 6. A problem shared is a problem halved

Education campaigns should encourage involvement from the community. Latrobe City will maintain awareness in the community of environmental issues relating to waste management to ensure the community understands the issues, and is working towards the solutions.

## 4. Plan Objectives

The objectives of the Waste Education Plan are to:

1. Promote Community understanding and use of Council provided waste and recycling services, including transfer stations and green waste facilities, and encourage active participation.
2. Encourage waste minimisation and recycling in pre-schools and primary schools.
3. Enhance the opportunities for recycling at major events and 'away from home' venues.
4. Encourage local businesses to reduce, reuse and recycle waste products.
5. Increase the community awareness of litter and dumped waste issues in the environment.
6. Increase the community awareness of household chemicals and domestic asbestos generated from households.
7. Advocate waste minimisation and recycling within Council operations
8. Strive to continually improve education and awareness of the waste and recycling issues.



Latrobe City Council 'Detox Your Home Centre' at the Morwell Transfer Station



Latrobe City Council e-waste collection at the Morwell Transfer Station



## 5. Plan Actions

### Plan Objective 1

Promote Community understanding and use of Council provided waste and recycling services, including transfer stations and green waste facilities, and encourages active participation.

Strategic Action	Timeframe	Stakeholder/Partner	Estimated Costs
Prepare and distribute collection week calendars with recycling information, giving hints and goals on correct waste and recycling disposal, transfer station operation and household chemical collection.	2011 - 2013 2013 - 2015	Latrobe City, Collection Contractor	\$93,000 over 5 years (\$18,600 per year)
Liaise with contractor regarding distribution of “inside lid” stickers for all three bins to assist in reducing contamination.	2010-2015	Latrobe City	Waste Education Officer
Update the Latrobe City Website to include additional information on materials recovery and waste reduction.	2010-2015	Waste Education Officer	Waste Education Officer
Host “WasteSmart” tours for community groups and business leaders.	2010-2015	Latrobe City, Recyclable Processing Contractor, Green Waste Processing Contractor	Waste Education Officer
Utilise and promote Waste Education Centre.	2010-2015	Latrobe City	\$4,000 per year Waste Education Officer
Implement contamination procedure. Educate community on implications of contamination of recyclables.	2010-2015	Latrobe City, Collection Contractor	Waste Education Officer
Issue Media releases on waste management topics.	2010-2015	Latrobe City	Waste Education Officer
Develop an communication plan to ensure residents understand their responsibility to keep footpaths in front of their property free of broken glass and other hazards (part of LCC Disability Action Plan)	2010-2012	Latrobe City	Waste Education Officer

## 5. Plan Actions

### Plan Objective 2

Encourage waste minimisation and recycling in pre - schools and primary schools

Strategic Action	Timeframe	Stakeholder/Partner	Budget
Host 'WasteSmart' Education Tours for primary and secondary schools.	2010-2015	Latrobe City, Collection Contractor, Recyclable Processing Contractor, Green Waste Processing Contractor	\$1,000 per year
Promote use of recycling bins and organics recycling in schools and pre-schools.	2010-2015	Latrobe City, Gippsland Regional Waste Management Group	\$1,000 per year
Assist with sustainable practise in schools and preschools.	2010-2015	Latrobe City, Gippsland Regional Waste Management Group	Waste Education Officer
Work cooperatively with GRWMG to implement ResourceSmart Schools Program.	2010-2015	Latrobe City, Gippsland Regional Waste Management Group	Waste Education Officer

### Plan Objective 3

Enhance the opportunities for recycling at major events and 'away from home' venues.

Strategic Action	Timeframe	Stakeholder/Partner	Budget
Work with LCC Events team to encourage recycling, waste minimisation and 'green' procurement at public events.	2010-2015	Latrobe City, Gippsland Regional Waste Management Group	Waste Education Officer
Encourage implementation of recycling at sporting and recreation facilities.	2010-2015	Latrobe City, Gippsland Regional Waste Management Group	\$1,000 per year
Trial public place recycling in LCC sporting and recreation facilities.	2010-2015	Latrobe City, Gippsland Regional Waste Management Group	\$1,000 per year

## 5. Plan Actions

### Plan Objective 4

Encourage local businesses to reduce, reuse and recycle waste products.

Strategic Action	Timeframe	Stakeholder/Partner	Budget
Identify key local businesses and work with regional advisor to divert waste from landfill.	2010 - 2015	Latrobe City, Gippsland Regional Waste Management Group	Waste Education Officer

### Plan Objective 5

Increase the community awareness of litter and dumped waste issues in the environment.

Strategic Action	Timeframe	Stakeholder/Partner	Budget
Together with GRWMG develop and implement waste and litter reduction programs.	2010-2015	Latrobe City, Community Resident Groups, Gippsland Regional Waste Management Group, EPA Vic.	\$6,000 per year
Work with LCC Local Laws to reduce illegally dumped waste and litter.	2010-2015	Latrobe City	Waste Education Officer, Local Laws Officers, Asset Protection Officers.

## 5. Plan Actions

### Plan Objective 6

Increase the awareness of household chemicals and domestic asbestos generated from households.

Strategic Action	Timeframe	Stakeholder/Partner	Budget
Liaise with Sustainability Victoria to promote and deliver 'Detox Your Home Mobile Collections'.	2010-2015	Latrobe City	\$4,000 every two years
Manage and promote the permanent 'Detox Your Home Collection Point'.	2010-2015	Latrobe City	\$500 per year
Manage and promote the 'Asbestos in the Home Removal Kit' and education program.	2010-2015	Latrobe City, Latrobe Domestic Asbestos Committee	\$9,000 per year

### Plan Objective 7

Advocate waste minimisation and recycling within Council operations.

Strategic Action	Timeframe	Stakeholder/Partner	Budget
Join Eco-Buy program to be eligible for Gold Level Accreditation under ResourceSmart Councils Program.	2010-2015	Latrobe City	\$1,150 per year
Strive for Gold Level accreditation under 'ResourceSmart Councils' program.	2010-2015	Latrobe City, Gippsland Regional Waste Management Group	Waste Education Officer
Introduce in-house recycling to other Council operations.	2010-2015	Latrobe City	Waste Education Officer
Promote staff education and training.	2010-2015	Latrobe City	Waste Education Officer
Encourage the purchase of eco-friendly and recycled products.	2010-2015	Latrobe City	Waste Education Officer



## 5. Plan Actions

### Plan Objective 8

Strive to continually improve education and awareness of the waste and recycling issues.

Strategic Action	Timeframe	Stakeholder/Partner	Budget
Participate in GRWMG education steering committee and benchmarking.	2010-2015	Latrobe City, Gippsland Regional Waste Management Group	Waste Education Officer
Participate in State Government surveys, forums and workshops.	2010-2015	Latrobe City, Gippsland Regional Waste Management Group	Waste Education Officer

## 6. Implementation

The successful implementation of this Plan will depend on stakeholder contribution. A number of stakeholders have an influence on waste management programs. The table below briefly addresses the roles of the different parties that shape waste management and education programs from a state-wide and local perspective.

Stakeholder	Role
Latrobe City Council	Implementing the Latrobe 2026 vision in partnership with the community.
Community	Participation in waste and recycling services. Waste minimisation and sustainable consumption activities.
EPA Victoria	Development and enforcement of environmental laws, policy and statutory tools.
Sustainability Victoria	Facilitation of Statewide programs relating to waste. Implementation of <i>Towards Zero Waste Strategy</i> .
Gippsland Regional Waste Management Group (GRWMG)	Regional planning for waste and implementation of Statewide waste programs including education.
Contractors	Collection, sorting and processing of garbage and recyclables.
Commercial/Industrial Waste generators/industry bodies	Producers of materials and packaging. Increasing responsibility for waste and litter minimisation during production and post-consumption.
Professional Organisations	(i.e. Association for Waste and Resource Education) On-going development of best practice education programs.

### Latrobe City Council

#### ***Building on our success***

In July 2004, Latrobe City introduced a three bin system of waste collection. This system is modelled on industry best value principles, which encourages increased levels of recycling.

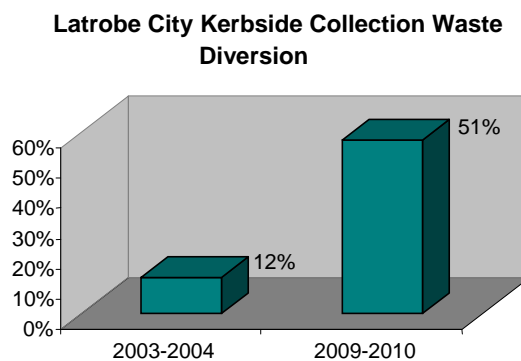
With the roll out of 55,000 new bins to all residents who receive the garbage service, the community was asked to work in partnership with industry and local government to achieve a sustainable environment in Latrobe.

## 6. Implementation

Six years on, the improvement in waste being diverted from landfill has been dramatic - with 51% of kerbside waste now diverted from landfill.

Over 8,500 tonnes of valuable recyclables was recovered in the past year - up by 2,500 tonnes from 2003-2004. In addition, almost 10,000 tonnes of green waste was diverted from landfill in 2009-2010.

While Latrobe City is now well on the way to achieving the 2013 targets set by the Towards Zero Waste Strategy, it acknowledges that a broad range of waste education initiatives suggested in this Plan are needed across different sectors within the community to further reduce waste going to landfill.



### Gippsland Regional Waste Management Group

The Gippsland Regional Waste Management Group (GRWMG) has developed objectives for the Gippsland region consistent with the three overarching objectives of the State Government's Towards Zero Waste Strategy; to reduce and recover solid waste; and reduce the environmentally damaging impacts of waste.

The GRWMG has developed actions for waste avoidance and minimisation; increasing resource recovery; litter prevention and reusing waste materials and; residual waste disposal and alternative waste technologies.

An education focus for the Region in 2010 is to help schools and businesses adopt more sustainable practices and assist them to develop a waste reduction plan. The group is also involved in promoting and facilitating ResourceSmart, a program of Sustainability Victoria. Through ResourceSmart, GRWMG Regional Education

### 6. Implementation

Officers (REO's) help schools develop a holistic approach to sustainability. The program integrates educational, environmental, social and economic outcomes.

Latrobe City is assisting this program by identifying potential new ResourceSmart Schools through our work with local primary and secondary schools.

Another education focus for the Region in 2010-2011 under their Regional Litter Strategy is to develop and promote the regional 'Victorian Coasts - Too lovely To Litter' and a roadside litter prevention campaign. The GRWMG will also assist enforcement officers in dealing with illegal dumping and littering. Latrobe's waste officer participates in the Regional Litter Prevention Taskforce that will target roadside litter on major arterial roads in the region during the peak tourist season.

The role of the Latrobe's Waste Education Officer is designed to complement that of the REO, who works at a regional level to identify priorities, provide training opportunities and coordinate activities for the Gippsland area.

The GRWMG will work in assisting member council's transition to the recent landfill reforms introduced by EPA in 2010, as well as commissioning work to establish a consistent approach to the value of landfill airspace.

Through its networks the GRWMG will assist in the establishment of recommendations of alternative waste technologies where appropriate.

## 7. Achievements

### Achievements

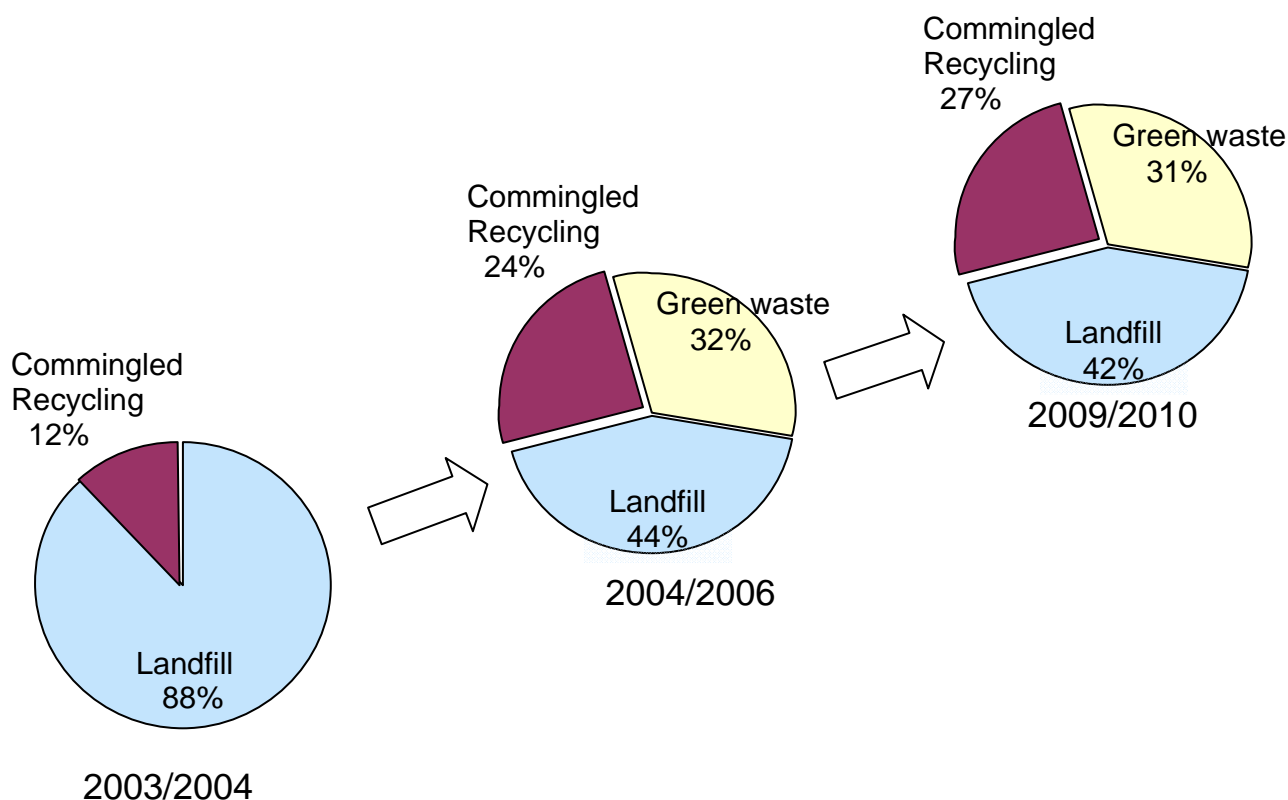
#### *Working Together: Recycling and Waste Education Tours*

Almost 1000 students and residents participated in the WasteSmart Education Tours during 2009-2010, with many primary schools and local service clubs keen to inspect recycling facilities. There is also a growing interest in tours from secondary schools and community groups interested in learning to live more sustainably.

Organised and co-ordinated by the Waste Education Officer, the three hour guided tours are conducted with the involvement of staff from all three contractors. The tour includes a short film and discussion session on waste and recycling, as well as a close-up inspection of both the PineGro Green Waste Recycling Facility and the DASMA Materials Recovery Facility (MRF).

With the opening of the Waste Education Centre at the Hyland Highway landfill in November 2010, those participating on the tours will also be able to observe and learn about operations at a working landfill site.

A strong focus of the WasteSmart Education tour is the issue of contamination, and the ways residents can assist in helping to eliminate it.



# 8. Evaluation and Reporting

### Evaluation and Reporting

Progress and achievements of this plan will be measured by:

- producing a short report in December each year providing detail on progress against each plan action;
- collating and reporting evaluation feedback sheets from participants (i.e. schools, community groups etc.) from WasteSmart tours and visits to the WasteEd Centre;
- community feedback following distribution of the Recycling and Waste Services Guide;
- monitoring and auditing of kerbside bin contamination; and
- contribution to GRWMG regional programs.

This plan will be reviewed annually to:

- assess what has been achieved;
- assess what is to be achieved and plan for implementation;
- identify issues related to implementation of the action plan; and
- introduce timely changes to strategic actions.

## 9. Glossary of Terms

<b>‘Away for home’ recycling</b>	is any form of recycling carried out in public places, such as at shopping centres, sporting grounds or at major events.
<b>Benchmarking</b>	is the process used in management in which organizations evaluate various aspects of their processes in relation to the best practice, usually within their own sector.
<b>‘Detox Your Home’ Facility</b>	is a permanent facility at the Morwell transfer Station to dispose of unwanted low toxic household products.
<b>‘Detox Your Home’ mobile service</b>	is an annual service provided by ResourceSmart for the collection of household chemicals.
<b>Dumped waste</b>	is any waste that has been disposed of inappropriately or illegally.
<b>Eco-buy</b>	is a partnership of local governments committed to purchasing policies and practices which promote the use of recycled products across operations and services.
<b>Kerbside collection</b>	is a system whereby garbage or recyclable material is collected by compactor trucks and taken to various processing facilities.

## 9. Glossary of Terms

<b>Landfill</b>	is a site for the permanent disposal of waste materials by burial, located to minimize water pollution from runoff and leaching. Waste is spread in thin layers, compacted and covered with a fresh layer of soil each day to minimize pest, aesthetic, disease, air pollution and water pollution problems.
<b>Litter</b>	is waste material carelessly discarded in an inappropriate place. Littering is against the law.
<b>Municipal solid waste</b>	is solid waste generated from municipal and residential activities, including waste collected by, or on behalf of a municipal council.
<b>Recycling</b>	is the process of collecting materials from the waste stream and separating them by type, remaking them into new products and reusing the materials as new products.
<b>ResourceSmart</b>	ResourceSmart is the core program conducted by Sustainability Victoria to encourage more sustainable use of resources. It includes the ResourceSmart Aussi Vic program, which replaced the 'WasteWise' program.



## 9. Glossary of Terms

**Sustainable development**

is development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

**Sustainable waste generation**

is a change to society's previous patterns of consumption and behaviour that enables consumers to satisfy their needs with products that use fewer resources, cause less pollution and contribute to social progress worldwide.

**Transfer Station**

is a facility allowing drop-off and consolidation of garbage and a wide range of recyclable materials.

**Towards Zero Waste**

is the Victorian State Government strategy in which targets have been set for municipalities to increase the recovery rate in household waste to 45% by 2008 and 65% by 2013.

**Waste hierarchy**

is a concept promoting waste avoidance ahead of recycling and disposal, often referred to as 'Reduce, Reuse, Recycle'. Promotes management of waste in order of preference: avoidance, reuse, recycling, and recovery of energy, treatment, containment and disposal.

## 9. Glossary of Terms

**Waste minimisation**

is measures to reduce the amount of waste generated by an individual.

**Waste Stream**

is a classification used to describe waste materials that are either of a particular type (e.g. paper waste stream) or generated by a particular source.

# **PRESENTATION OF PETITIONS**

**10.1** **PETITION REQUESTING SEPARATE SESSIONS FOR THE  
PREKINDER AND PRESCHOOL PROGRAM AT TRARALGON  
SOUTH PRESCHOOL**

**AUTHOR:** General Manager Community Liveability  
**(ATTACHMENT – YES)**

**1. PURPOSE**

The purpose of this report is to present Council with a petition received requesting separate sessions for the Prekinder and Preschool children at Traralgon South Preschool.

**2. DECLARATION OF INTERESTS**

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

**3. STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*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.*

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.

*Shaping Our Future*

*An active connected and caring community  
Supporting all*

*Latrobe City Council Plan 2011 - 2015*

*Strategic Direction – Liveability*

*Strategic objective – Our Community*

Work collaboratively with all relevant stakeholders in the provision and support of quality education and care.

*Service Provision – Child and Family Services*

Deliver Early Learning, Family Day Care, Maternal and Child Health, and Preschool services and programs in accordance with Council's adopted policies

*Policy - Preschool Policy - 11 POL-5*

Latrobe City will operate a prekindergarten program for children who turn 3 years of age by 30 April in the year of attendance, providing sufficient enrolments are received to ensure the viability of the program.

**4. BACKGROUND**

On 28 February 2012 a petition containing 23 signatures was received from the parents of children attending the Traralgon South Preschool (Attachment 1).

The Preschool service for four year olds provides a 12 hours time per week program, moving to 15 hours per week in term 2. The Prekinder program for three year olds provides a two hours per week program.

**5. ISSUES**

The Traralgon South Preschool has 19 Preschool children enrolled at the Service. An additional 11 children are enrolled in the Prekinder program. The Preschool policy states that Council will operate a Prekinder program for 3 year olds subject to sufficient enrolments and user pay principles.

A minimum of 16 children are required to be enrolled in a Prekinder program to cover the costs of running a session. To be able to provide the 11 children at Traralgon South with a session it was decided to integrate them with the Preschool group. This is common practise for the Preschool Services, and particularly the services in the rural settings. The typical number of Prekinder children is up to five or six.

The Early Education teacher at Traralgon South decided to structure the group so that all Prekinder and Preschool children were combined for two hours per week, giving the staff a total of 30 children for this period. An additional Assistant was employed to support the existing staff with this large group.

After the first combined session, the Early Education Teacher met with officers from the Child & Family Services leadership team advising that the large group was difficult and felt other options should be explored. At this meeting the Early Education Teacher handed the Officers a letter from a concerned parent requesting a separate Prekinder Program.

On Tuesday 28 February 2012 a meeting was held with the concerned parent who was the secretary of the Preschool Committee along with the President of the Preschool Committee, the Teaching staff and also two officers from the Child & Family Services leadership team. At this meeting Officers explained the policy for operating the Prekinder program and all parties discussed options to provide a high quality service to both the Prekinder and Preschool groups.

It was decided that the Prekinder program would be promoted through local school newsletters and to local residents to try and gain sufficient enrolments for a separate Prekinder program to operate from the start of term two. It was also decided that the current Prekinder group would be separated into two groups and each group would attend the Preschool group at different times. This would mean that the maximum number of Prekinder children in the Preschool group at any one time would be six. The Additional Assistant would continue be employed to assist when both groups of Prekinder children were in attendance.

All parties agreed with these proposals, however at the end of the meeting the Secretary of the Committee handed over the attached petition.

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

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

As per the current adopted Preschool policy the Prekinder program adheres to full user pay principles and operates at no cost to Council.

Separation of the Prekinder Program based on 11 enrolments would cost Council approximately \$3,500.

## **7. INTERNAL / EXTERNAL CONSULTATION**

### *Engagement Method Used:*

The Acting Manager Child and Family Services and the Coordinator Early Learning and Care met with the Secretary and President and also the Teaching staff of the Traralgon South Preschool.

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

The Acting Manager Child and Family Services and the Coordinator Early Learning and Care met with the Secretary and President of the Traralgon South Preschool and also the Teaching staff on Tuesday 28 February 2012. All parties agreed to a solution based on adhering to Council policy and providing a high quality service to the children attending the centre.

## **8. OPTIONS**

1. That the petition be laid on the table so that further information can be presented to Council.
2. That the petition be considered at this meeting.

## **9. CONCLUSION**

It is usual practice for petitions to lay on the table as per Clause 63 of Council's Local Law No.1.

It is recommended that the petition not lay on the table as the issues raised in the petition have been resolved to the satisfaction of the President and Secretary of the Preschool Committee, and preschool staff at the Traralgon South Preschool.

## **10. RECOMMENDATION**

1. That the petition requesting separate sessions for the Preschool and prekinder children enrolled at Traralgon South Preschool be considered at this meeting.
2. That Council notes the actions taken by Child and Family Services staff to resolve the concerns of parents of children enrolled at Traralgon South Preschool.

**Moved:** Cr White

**Seconded:** Cr Loughheed

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**



ATTACHMENT

.

Traralgon South Kindergarten  
 RMB 3030 Keith Morgan Drive  
 Traralgon South Vic.3844  
 Phone 5195 5411  
 21/2/2012

Family Services team  
 Latrobe City Council  
 Po Box 264  
 Morwell  
 Vic.3840

We the undersigned request separate sessions for the pre-kinder and pre-school children at Traralgon South Kindergarten.

Name	Address	Comments
Tracy Hodgeson	Traralgon Sth	
Hayley Riddell	410 Old Callignee Rd, Callignee	
Becky Mathews	57 Horrold St, Traralgon	
Kate Mitjans	40 Warrentee H'wood Mth	Quality is needed!
Cassie Mayes	13 Mafeking Rd Traralgon	
Jaqueline Wilson	10 Hopkins CRT Hazelwood Mth.	
Jesley Tulloch	425 Old Callignee Rd, Callignee - as above!	
Karen Pettifer	17 Mickelb Blvd, Traralgon Sth	
Anita Charles	15 Lyndon's Road Callignee	
Naomi Selwyn	183 Powsells road. Callignee	
Rachael Ralph	7 Rifle Range Rd T'south	
Tammy Mackinnon	9 McDonald art Tgon.	
Barbara Mackinnon	16 Brereton St Tgon	
Elix Edgar	5 Hyde Park Traralgon	
Sarah Hagley	8 Chester Ct Traralgon Sth	
Emma Robinson	51 Gordon St Tgon	
Michelle Misiurka	7 Donegal Ave Traralgon	
Paul Gower	45 Factory Rd Callignee	
emma Pahl	9 Hyde Park Rd, Traralgon	
Renée Rainbow	7 Washington St, Traralgon	

Leanne Crowe - 45 Factory Rd, Callignee.  
S. RWEY 24 CASHMERE OVE T SCUTH

Belinda Ruff

1 Bonington Court Traralgon

# **ECONOMIC SUSTAINABILITY**

### **11.2.1 LATROBE REGIONAL AIRPORT DECEMBER QUARTERLY REPORT**

**AUTHOR:** General Manager Economic Sustainability  
**(ATTACHMENT – YES)**

#### **1. PURPOSE**

The purpose of this report is to provide Council with information on the operations of the Latrobe Regional Airport for the quarter ended 31 December 2011.

#### **2. DECLARATION OF INTERESTS**

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

#### **3. STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015, in that it provides information on the activities of the Latrobe Regional Airport which achieve the following objectives.

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

##### *Strategic Objectives –*

In 2026, Latrobe Valley has a strong and diverse economy built on innovative and sustainable enterprise. The vibrant business centre of Gippsland contributes to the regional and broader economies, whilst providing opportunities and prosperity for our local community.

##### *Shaping Our Future*

This report is consistent with the Council Plan 2011-2015 shaping our future themes “Gippsland Regional City” and “Attract, retain, support”.

Gippsland’s Regional City  
*Strengthening our profile*

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

Latrobe City Council Plan 2011 - 2015

*Strategic Direction –*

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

*Service Provision –*

Maintain, develop and operate Latrobe Regional Airport in accordance with Civil Aviation Safety Authority regulations and the Latrobe Regional Airport Masterplan.

*Major Initiatives -*

Progress implementation of the Latrobe Regional Airport Masterplan to effectively develop the airport and to facilitate investment and jobs growth.

*Policy – Deed of Delegation*

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

**4. BACKGROUND**

The report provides information in relation to the performance of the Latrobe Regional Airport against plans and targets identified in the budget, the business plan and the Latrobe Regional Airport Master Plan 2009.

**5. ISSUES**

The significant activities undertaken during the quarter are outlined below.

*Planning amendment C26*

Planning amendment C26 sought to have the zoning on the airport land altered to allow for residential development in the form of an airpark as indicated in the 2009 Airport Master Plan.

Amendment C26 also introduced a new design and development overlay (DDO) to control the type and height of developments in the critical areas surrounding the airport, and other administrative changes to allow these two changes to happen.

Following discussions with the objectors to the C26 amendment, and to allow the DDO to proceed and give protection to the airport from inappropriate development in the precinct, those parts of the amendment relating to the accommodation were withdrawn.

The amendment is now continuing through the prescribed process.

#### *Further development of airport and manufacturing facility*

The construction works for the new GA10 production hangar have now been completed.

Advice was received in November of approval of a \$1.5 million grant under the State Government Industry and Infrastructure Fund. With the Council allocation of \$500,000 this enables the implementation of a \$2 million facilities development project at Latrobe Regional Airport. This development is to include a carpark and rapid prototyping hangar for the GA18 at the GippsAero manufacturing facility, as well as a large helipad, resheeting the gravel runway and upgrades to other airport infrastructure.

#### *Regional Development Australia Fund*

The expression of interest for Round 2 of the Federal Government's Regional Development Australia Fund (RDAF), which closed on 1 December 2011, has been submitted.

The EOI indicated that an amount of \$3 million was to be sought from the fund and together with an additional \$1.24 million from the State Government, to be applied for if the EOI was successful, would assist in providing substantial upgrades for the Latrobe Regional Airport infrastructure.

#### *Airservices Australia Non Directional Beacon (NDB) relocation*

During the quarter negotiations have continued with Airservices Australia regarding the relocation and upgrading of the NDB. Airservices have indicated that the Latrobe Regional Airport NDB is to form part of the national backup system for the current Global Positioning System (GPS) navigation aid used by aircraft, in the event that GPS was to fail or become inoperable at any time.

*Department of Sustainability and Environment (DSE) firebase lease extension*

The DSE have continued the development the regional fire base at Latrobe Regional Airport with the construction of a car park and expanded hard stand for the fire bombing aircraft. Works are continuing on the crew briefing and ready room building. The DSE extended the lease on the airbase for a further five year term during December.

**6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

The operations of Latrobe Regional are within its 2011/2012 budget allocation as detailed in the finance report attached.

**7. INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

There is no consultation required as this is a Quarterly Report on activities, as required by the Latrobe Regional Airport Deed of Delegation from Council.

*Details of Community Consultation / Results of Engagement:*

Not Applicable

**8. OPTIONS**

Council may choose to:

1. Accept the Latrobe Regional Airport Board quarterly report update;
2. Reject the Latrobe Regional Airport Board quarterly report update; or
3. Seek further clarification in respect to the Latrobe Regional Airport Board quarterly report update.



**9. CONCLUSION**

The 2011/2012 financial year is progressing on track and within budget. The Airport continues to be operated in a secure and safe manner, in accordance with CASA guidelines and regulations.

**10. RECOMMENDATION**

**That Council notes the report on Airport Operations for the quarter ended 31 December 2011.**

**Moved:** Cr Middlemiss

**Seconded:** Cr Loughheed

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

ATTACHMENT

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# Monthly Operating Report

## LATROBE REGIONAL AIRPORT Division



Month: December 2011

<b>Comment on Year to Date Result</b>	
Minor variance.	
<b>Comment of Full Year Forecast</b>	
At this stage there is no anticipated variance to the adopted recurrent budget. The capital works project is forecast to spend an additional \$369.7K over the funds carried forward of \$334K, this is to be funded from prepaid rental funds and the Airport's reserve funds.	

	Year to Date			Full Year Forecast		
	Actual	Adopted Budget	Variance (Fav)/Unfav	Forecast	Adopted Budget	Variance (Fav)/Unfav
<b>Net Results by Cost Centre</b>						
Latrobe Regional Airport Management	91,129	96,326	(5,197)	195,600	189,400	6,200
Latrobe Regional Airport - LANDSIDE	(164,250)	(150,441)	(13,809)	(297,800)	(295,800)	(2,000)
Latrobe Regional Airport - AIRSIDE	1,923	4,330	(2,407)	8,300	12,500	(4,200)
Latrobe Regional Airport - General Mainte	44,338	45,630	(1,292)	93,900	93,900	0
<b>Net Result</b>	<b>(26,860)</b>	<b>(4,155)</b>	<b>(22,705)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net Results by Account Group</b>						
<b>Income:</b>						
Other	(1,313)	(5,748)	4,435	(60,786)	(61,500)	714
Residence	(6,720)	(6,498)	(222)	(13,085)	(13,000)	(85)
Terminal Building	(907)	(900)	(7)	(907)	(900)	(7)
Commercial	(161,363)	(162,348)	985	(324,172)	(323,500)	(672)
Trading / Light Commercial	(31,668)	(24,800)	(6,868)	(34,755)	(30,500)	(4,255)
Recreational / Non-Trading	(45,751)	(39,300)	(6,451)	(41,752)	(39,300)	(2,452)
Community Group/Service	(150)	(200)	50	(150)	(200)	50
Farm / Agistment	(13,171)	(10,300)	(2,871)	(17,560)	(20,600)	3,040
<b>Total Income</b>	<b>(261,043)</b>	<b>(250,094)</b>	<b>(10,949)</b>	<b>(493,167)</b>	<b>(489,500)</b>	<b>(3,667)</b>
<b>Expenditure:</b>						
Salaries Wages & Oncosts	87,864	87,994	(130)	176,543	176,400	143
Other Employee Costs	7,963	6,125	1,838	14,538	14,700	(162)
Materials & Contracts	47,606	61,070	(13,464)	120,586	116,900	3,686
Internal Charge Costs	90,750	90,750	0	181,500	181,500	0
<b>Total Expenditure</b>	<b>234,183</b>	<b>245,939</b>	<b>(11,756)</b>	<b>493,167</b>	<b>489,500</b>	<b>3,667</b>
<b>Net Result - Recurrent</b>	<b>(26,860)</b>	<b>(4,155)</b>	<b>(22,705)</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Year to Date			Full Year Forecast		
	Actual	Adopted Budget	Variance (Fav)/Unfav	Forecast	Adopted Budget	Variance (Fav)/Unfav
<b>Capital Works Program</b>						
Construct Production Hangar at Gipps Aero	461,016	260,000	201,016	704,000	334,300	369,700
<b>Total Capital Expenditure</b>	<b>461,016</b>	<b>260,000</b>	<b>201,016</b>	<b>704,000</b>	<b>334,300</b>	<b>369,700</b>

# **BUILT AND NATURAL ENVIRONMENT**

**11.3.1 LATROBE REGIONAL MOTORSPORTS COMPLEX - STATUS  
REPORT**

**AUTHOR:** General Manager Built Natural Environment  
**(ATTACHMENT –NO)**

**1. PURPOSE**

The purpose of this report is to inform Council on the status of stakeholder engagement for the Latrobe Regional Motorsport Complex project.

**2. DECLARATION OF INTERESTS**

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

**3. STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015.

An active connected and caring community  
*Supporting all*

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives - Recreation*

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

*Strategic Objectives – 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.*

*Latrobe City Council Plan 2011 - 2015*

*Strategic Direction – Strategic Direction – Recreation*

- *Foster the health and well-being of the community by promoting active living and participation in community life.*
- *Assess and evaluate recreational trends and opportunities to address community aspirations for passive and active recreational activities.*
- *Promote and maximise the utilisation of recreational, aquatic and leisure facilities and services to ensure they meet the needs of the community.*
- *Provide diverse and accessible recreational, leisure and sporting facilities that are financially sustainable.*
- *Develop and maintain high quality recreational, leisure and sporting facilities in accordance with community aspirations.*
- *Support and develop partnerships and collaboration with user groups, friends of and committees of management for recreational, aquatic, public open spaces, parks and gardens.*
- *Continue to develop and enhance recreational and leisure facilities in order to attract and facilitate events of regional, national and international significance.*

#### *Strategic Direction – Built Environment*

- *Develop high quality community facilities that encourage access and use by the community*
- *Ensure proposed developments and open space areas are complimentary to their surrounds*

#### *Service Provision – Built Environment*

- *Provide Recreation and Open Space planning for Latrobe City*

#### *Strategy – Recreation*

*Moe Newborough Outdoor Recreation Plan 2007*

## **4. BACKGROUND**

At its Ordinary Meeting held on 19 December 2011, Council resolved:

1. *That Council defers any decision on the future of the proposed Marrett's Road Latrobe Regional Motorsports Complex until the last Council meeting in March 2012.*

*2. That, in the latter part of February 2012, Council makes a meeting of organisations previously involved in the above proposal to seek their views on the future of the proposed complex.*

## 5. **ISSUES**

In order to seek the views of stakeholders previously involved with the Latrobe Regional Motorsport Complex project, a further meeting with all key stakeholders is required.

Council officers have attempted to commence further consultation with key stakeholders, however Council officers were not able to arrange a suitable time to meet with all stakeholders by the latter part of February 2012.

In order to properly communicate and engage with all relevant stakeholders it is proposed that a further report be provided to a future Ordinary Council Meeting. This will allow Council to be presented with a thorough report, which considers all issues identified through the key stakeholder engagement process.

At the time of writing, no meeting had been organised with key stakeholders.

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

There are no financial implications arising from this report.

## 7. **INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

No community engagement was undertaken in the preparation of this report as a meeting with key stakeholders was not able to be organised in the specified timeframe.

## 8. **OPTIONS**

The options that are available to Council are;

1. Approve an extension of time for submission of the report to Council or
2. Not approve an extension of time for stakeholder engagement and preparation of the report to Council and decide the matter at this Ordinary Meeting.

**9. CONCLUSION**

Council officers have been unable to arrange a suitable time to meet with stakeholders to comply with the previous Council resolution; therefore, it is necessary that an extension of time to arrange the required meeting is required.

**10. RECOMMENDATION**

**That Council note this report and a further report on the Latrobe Regional Motorsport Complex be presented to a future Ordinary Meeting of Council following a meeting with stakeholders.**

**Moved:** Cr Middlemiss

**Seconded:** Cr Gibson

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

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**11.3.2 MORWELL SKATE PARK - CONSIDERATION OF FINAL  
CONCEPT DESIGN PLAN**

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

**1. PURPOSE**

The purpose of this report is to present to Council for consideration the final concept plan for the Morwell Skate Park.

**2. DECLARATION OF INTERESTS**

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

**3. STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015.

*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.

*Shaping Our Future*

An active connected and caring community  
*Supporting all*

Attract, Retain, Support  
*Enhancing opportunity, learning and lifestyle*

*Latrobe City Council Plan 2011 - 2015*

*Strategic Direction – Built Environment*

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

Ensure public infrastructure is maintained in accordance with community aspirations.

*Strategic Direction –Recreation*

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

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

*Skate and BMX Plan*

Morwell Site - Identified as a district level Skate Park.

*Service Provision – Recreation*

Manage and maintain sporting reserves across Latrobe City.

**4. BACKGROUND**

The Morwell Skate Park is currently located at the Valley Christian Centre, Haywood Street Morwell. The facility is available for community use through an agreement between Latrobe City Council and the Valley Christian Centre.

The Valley Christian Centre has identified an intention to subdivide the land and as such, long term community access to the site cannot be guaranteed.

The existing Morwell Skate Park is identified as a district level facility in Council's Skate & BMX Plan.

At its Ordinary Meeting held on 16 April 2009, Council considered the submissions received during the community consultation period on the draft Skate & BMX Plan. In response to submission from the Valley Christian Centre and Advance Morwell identifying the issues with the current Haywood Street site, Council resolved:

*That a further report be prepared for consideration by Council on the options available for the provision of a district level facility in Morwell.*

The Morwell Skate Park Location Investigation was subsequently prepared and adopted by Council on 7 June 2010 and released for public comment. Council resolved the following:

*That a further report be prepared for the Ordinary Council meeting to be held on 2 August 2010 on the community submissions received during the consultation period on the Morwell Skate Park – Location Investigation documentation.*

Due to the number of submissions received a holding report was presented to Council on 2 August 2010 to request that the final report be presented to Council on 6 September 2010. Council resolved the following:

*That Council note this report and a further report on the Morwell Skate Park Location Investigation be presented at the Ordinary Council Meeting to be held on 6 September 2010.*

The community engagement process for the Morwell Skate Park Investigation began on 8 June 2010 and submissions closed on 9 July 2010.

At its Ordinary Meeting of 6 September 2010, Council resolved:

- 1. That Council adopts in principle the Commercial Road Site as the future site of the Morwell Skate Park subject to Council approval of an appropriate design after community consultation.*
- 2. That Council not lay the petition opposing the Morwell Skate Park at the McDonald Street site on the table and consider the petition as part of the submissions regarding the Morwell Skate Park.*
- 3. That letters be forwarded to submitters and the head petitioner, Mr Stan Brown to thank them for their contribution to the skate park investigation.*
- 4. That construction of the Morwell Skate Park be referred to the 2011/12 budget process for consideration.*

Pursuant to this resolution, Latrobe City Council engaged a design consultant in April 2011 to undertake community consultation and develop an appropriate design for the Skate Park at Commercial Road, Morwell.

Following the community consultation process (which included two design workshops), a final concept plan was received from Council's Design consultants in December 2011. (see attachment 1).

## 5. ISSUES

The draft Morwell Skate Park design was released for community consultation from Monday 7 November to Friday 2 December 2011. The feedback from the design workshops and one written submission generally focus on the following issues:

- Skate park feature alterations such as heights, widths etc.
- Spectator facilities such as shelters and seating.
- Landscaping and plant selection.
- Vandalism.
- Signage.

All community responses received via the consultation workshops and in the written submission have been considered in the final skate park design. A detailed description of all community responses is contained below in Table 1.

**Table 1 – Community Responses**

Community Responses	Has the community response resulted in a change to the concept plan?	Comments
Request for Latrobe City Council to consider placing a double half pipe into the design.	No	Due to site constraints only 2 quarter pipes could be included in the final concept design and not a double half pipe.
Connectivity to the rest of the Reserve area.	Yes	Entry into the skate park utilises the existing pedestrian crossing across Commercial Road which leads from the central commercial area. An additional path has been included which provides access from the skate park down to the pedestrian crossings at the traffic lights at Commercial Road/McDonald Street. Access can also be made via the existing car park abutting the railway line however a dedicated pedestrian path has not been proposed at this stage. This can be considered at a later date.
Inclusion of 2 x shelters in the design.	Yes	Two shelters have been included.
Concerns of board & BMX fly-outs on the road side edge platforms of skate park due to no balustrading.	Yes	Balustrading has been included along the south and west sides of the skate park to reduce the likelihood of fly-outs.
Drinking Fountain and Bin to be of steel construction – need to be durable and prevent vandalism.	Yes	A “Furphy Metro” durable steel design bin and drinking fountain have been recommended.
Need additional height in the mini ramp.	Yes	Mini ramp has been extended in height from 1.2m to 1.5m.
The down-rail at the stairs to be a round-rail.	Yes	The round rail has replaced the standard rail.
Make the “Mogul” more poppy, adjust the height/width.	Yes	A “Mogul” is bumps on a hill. The “Mogul” has been increased to 2 metres wide.
Request for seating to be of concrete construction rather than steel.	Yes	All seating is to be of a concrete construction.
Community Responses	Has the community response resulted in a change to the	Comments

	<b>concept plan?</b>	
Concerns regrading the stairs, beginners may find the stairs hard to manoeuvre.	Yes	The stairs have been removed and replaced with a bank wall. This enables easy transition for beginners into the skate bowl.
Incorporate a "Euro Gap" skate feature.	Yes	"Euro Gap" has been incorporated at the old stair site above the banked walls. (A "Euro Gap" is a downwards ramp/stairs with a flat box top)
Remove the 1.5m hip extension and replace with a half pipe extension.	Yes	The 1.5m hip extension has been removed and replaced with a 1.8m quarter pipe extension. Due to site design constraints a half pipe could not be accommodated.
Types of trees to be planted need to be carefully considered.	Yes	Any trees planted need to be low level trees that can provide informal shade. Preferably they should not drop leaves or nuts as these will be spread over the skate park and could be a danger to users. Tree species can be considered and selected at the time of planting.
Official opening event	Yes	There is the opportunity to have an Official Opening of the skate park, with details to be considered at the appropriate time.
Consider a memorial plaque for a BMXer who was killed during the black Saturday fires.	No	The community recovery committee considered memorials within the municipality. The Memorial Wall at the Callignee Hall references the lives lost within the Traralgon South area. As such it is recommended that an additional memorial is not constructed at the Morwell Skate Park site..
Potential for a "hubba ledge" over the mogul section.	No	A "hubba ledge" is a ledge down a set of stairs where grinds and slides are performed. Due to design constraints, the hubba ledge is not able to be incorporated.
The inclusion of a "flat bar" in the street section (if there is room).	No	A "flat bar" is a steel bar that skaters lock their skateboard tracks onto and then slide across the surface. There was not enough room to include a flat bar in the street section of the plan.
Desire lines for access from Primary School on Commercial Road.	Yes	Children leaving the Commercial Road Primary School may be tempted to cross at the roundabout instead of walking west to the pedestrian crossing. There may be an opportunity to place a barrier at the corner of White Street and Commercial Road to encourage children to use the designated pedestrian crossing and will be further considered in the detailed design phase.
Lack of lighting.	No	Lighting has not been provided at other skate park sites within Latrobe City. The use of skate parks after hours is not encouraged for safety reasons.
Possible extension of skate park into the future.	No	Dependent on the future Skate and BMX priorities, there is room to the east of the proposed site if the skate park was to be extended in the future. A new section of bowl area could be created with connections to the existing bowl. Allowances would need to be made for the existing memorial trees.
Added features such as iPod connections and speakers.	No	These have not been identified for inclusion.
Graffiti and a removal policy.	Yes	Areas identified as having potential for vandalism can be pre painted with a substance to make graffiti removal easier. General practice by Latrobe City Council is to remove all offensive graffiti within 24 hours.
Painting of murals on walls with balustrading.	To be further considered in the detailed design phase.	This could be a Council and community led activity. It has the potential to provide ownership and value to the use and protection of the park.
Entry signage	To be further considered when signs are being designed.	There may be an opportunity to include signage relating to the significance of "Alexander Park" which was the site where trees were planted in the early 1900's as a tribute to 3 soldiers who were killed in the Boer War. These trees have since been removed. Planting of new trees at the site could also be considered.
Commercial Road signage	To be further considered when signs are being designed.	There may be an opportunity to place signage on the Commercial Road approach stating this is a "thoroughfare to the skate park" so that motorists are aware that youths may be crossing the road within that area.

Following Council's consideration of the concept plan, the next steps are as follows:

- Detailed design and costings.
- Procurement process for construction.
- Construction of the skate park.

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

The \$20,000 allocated for completion of the design phase of the Morwell Skate Park is included in the 2011/2012 budget.

The construction of the Morwell Skate Park Final Concept Plan will be proposed to be carried forward for inclusion in the Latrobe City Council 2012/13 budget. The estimated cost of construction for the Morwell Skate Park is \$350,000, subject to final design and the procurement process being undertaken.

## 7. **INTERNAL / EXTERNAL CONSULTATION**

### *Engagement Method Used:*

The Morwell Skate Park concept plan engagement activities are consistent with the *Latrobe City Community Engagement Plan 2010-2014* and utilise the methods of inform, consult and involve on the IAP2 Public Participation Spectrum.

An initial design workshop (design workshop 1) was undertaken on 12 May 2011 with skate and bike users and with the general community to develop a preliminary design for the skate park. A total of 12 people attended this workshop.

A preliminary design was then developed and was available for community comment between Monday 7 November to Friday 2 December 2011.

A follow up design workshop (design workshop 2) was undertaken on 23 November 2011. A total of 17 people attended this workshop. This workshop provided an additional opportunity to hear about the proposed design and for the community to provide feedback.

*Details of Community Consultation / Results of Engagement:*

Following the close of the community consultation period on Friday 2 December 2011, one written submission was received and considered along with community feedback from the design workshops.

The Morwell Skate Park design was revised in response to community responses received via the consultation workshops and in the written submission and a final concept plan was received from the consultant in December 2011 (see Attachment 1 – Final Concept Design Plan). Details of notification as part of the community consultation process are set out in Attachment 3.

**8. OPTIONS**

The following options are available to Council:

1. Adopt the Final Morwell Skate Park Concept Design.
2. Not adopt the Morwell Skate Park Concept Design and request that revisions be undertaken.

**9. CONCLUSION**

In accordance with the Council resolution of the 6 September 2010 Ordinary Council Meeting, a concept design for the Morwell Skate Park on the Commercial Road site has been developed.

A consultant was engaged to develop the concept design and undertake community consultation. Two design workshops took place between May and December 2011.

The design workshops were considered successful and a great deal of positive feedback regarding the concept design has been received.

The final concept plan received by Latrobe City Council in December 2011 responds to community feedback received via the consultation workshops and in the written submission. The final concept plan incorporates design changes requested by the future users of the proposed Morwell skate park.

**10. RECOMMENDATION**

- 1. That Council adopts the Final Morwell Skate Park Concept Design and commences detailed design drawings for construction.**
- 2. That Council write to all parties who participated in the design workshops thanking them for their contribution and advising them of Councils decision**

**Moved:** Cr Lougheed

**Seconded:** Cr Middlemiss

**That the Recommendation be adopted.**

**For the Motion**

Councillor/s Harriman, White, Price, Middlemiss, Lougheed, Vermeulen

**Against the Motion**

Councillor/s O'Callaghan, Kam, Gibson

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



**ATTACHMENT 1 – FINAL CONCEPT DESIGN PLAN**



## DESIGN AGENDA

The Morwell skatepark has been designed through consultation with local users/community and contextually for the site. This considers the existing main road and train line that straddle the site and the existing retained features of the site i.e. vegetation and services.

The design takes into account the varied use of the facility as evident at the consultation. The banks/ramps allow users whether skateboard, bmx and/or scooter to use the entirety of the space. These elements evolve from the requested mini-ramp section lending itself to banked walls of varying heights and angles on the outside edges of the space. The banks accommodate the contouring nature of the site. Breaks in between the banked/transition walls offer site lines into the space.

Entry into the space utilises the existing pedestrian crossing across Commercial Road which leads from the central commercial area. The at grade entry path is interrupted by a highlighted refuge area which features conditions of use signage, seating and galvanised bin.

The path takes advantage of the sites contouring for the inclusion of a long Euro Gap section. This street element features a central handrail and banked walls on either side to allow back and forth flow.

The bank/transition walls are of varying angles and heights (0.60m to 1.80m high) to offer a space for beginners through to advanced users allowing progression for all. The orientation of these elements maximises flow in the space by allowing users to engage with one object after another. This can start from any of the elevated platforms around the edges and is assisted by a 0.75m high mogul positioned in the middle of the park.

Although not currently included in initial costings the space offers several refuge areas. The 3 spaces include one at the entry, a elevated area along with a larger space at ground level. All of these spaces offer highlighted seating orientated for viewing back into the space and individual social opportunities.

The space is proposed to be finished off with bordering vegetated areas featuring low level durable planting and several shade trees to compliment the existing trees onsite. Planting along the southern edge offers a barrier between the skatepark and Commercial Road. The elevated platforms will include balustrading to prevent BMX flyouts and protect users from the road and vice versa.

BROADER INCLUSION AND  
CONNECTIVITY TO THE REST OF THE  
RESERVE AREA







**ATTACHMENT 2 – WRITTEN SUBMISSION**

**From:** Kathleen Ipsen [kripsen@live.com.au]

**Sent:** Friday, 25 November 2011 4:27:55 PM

**To:** Leah Harper

**Subject:** suggestion for skate park

Hello, my name is Michael.


For a while now I have been skateboarding at different skate parks, and I think that one of the top things in a skate park is the half pipe. Not the kind that's already in the draft on the Latrobe shire website, but one where the end of one ramp is the start of another. Using this type of half-pipe, we skateboarders can gain speed by pumping, and then do whatever it is that we were going to do when we have enough speed.

I really hope you would consider putting one of these in the new park.

I would really appreciate it if you could let me know if this is an idea you will consider. If you would like to talk to me so that I can explain this type of pipe better, please call me. I would be really happy to talk with you about it.

Yours truly,

Michael Ipsen



**ATTACHMENT 3 – COMMUNITY CONSULTATION**

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<b>Design Workshop 1</b>	<b>Date</b>
The Morwell Skate Park initial design workshop.	13 May 2011
The initial design workshop was advertised in the Latrobe Valley Express.	18, 21, and 28 April 2011 and 5 and 9 May 2011.
The Initial Design Workshop was advertised on Latrobe City Council's 'Have a Say' page of the website.	April to May 2011
<b>Design Workshop 2</b>	
The Morwell Skate Park design workshop 2.	23 November 2011.
Design workshop 2 was advertised in the Latrobe Valley Express.	7, 10, 14, 17 and 21 November 2011.
A news release advertising design workshop 2 was also placed in the Latrobe Valley Express.	10 November 2011.
All attendees of the initial design workshop were sent a letter inviting them to attend design workshop 2.	2 November 2011
The Design Workshop 2 was advertised on Latrobe City Council's 'Have a Say' page of the website.	November to December 2011
A poster was designed and placed at all Latrobe City Council Service Centres and was also provided to local schools for distribution.	November 2011
Youth Council was advised of the design workshop 2 via facebook.	November 2011
All residents/businesses within close proximity of the proposed skate park site and relevant stakeholders were advised in writing of design workshop 2.	2 November 2011
During the engagement process, Latrobe City Council received 1 written submission in the form of an email. (see attachment 2)	25 November 2011

**11.3.3      AMENDMENT C26 - LATROBE REGIONAL AIRPORT MASTER  
PLAN CONSIDERATION OF PANEL REPORT**

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

**1.    PURPOSE**

The purpose of this report is for Council to consider the Planning Panel report received for proposed Amendment C26 and to seek approval to progress the amendment to the next stage.

**2.    DECLARATION OF INTERESTS**

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

**3.    STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015.

*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.

*Shaping Our Future*

Positioned for a Low Carbon Future  
*Advancing industry and innovation*

The *Latrobe Regional Airport Masterplan 2009* promotes and supports the future development of the Latrobe Regional Airport which will assist in the diversification of our economy.

*Latrobe City Council Plan 2011 - 2015*

*Strategic Direction – Built Environment*

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

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



*Service Provision – Built Environment (City Planning)*

Provide Strategic Planning advice and services in accordance with the Local Planning Policy Framework.

*Major Initiatives – Economy*

Progress the implementation of the Latrobe Regional Airport Masterplan to effectively develop the airport and to facilitate investment and jobs growth.

*Legislation*

*Local Government Act 1989*

*Planning and Environment Act 1987 (the Act)*

*Transport Integration Act 2010*

The provisions of the Act and the Latrobe Planning Scheme apply to this amendment. The discussion and recommendations of this report are consistent with the Act and the Latrobe Planning Scheme, including the Municipal Strategic Statement (MSS).

#### **4. BACKGROUND**

The Latrobe Regional Airport is zoned Special Use Zone 7 (SUZ7) and is surrounded by land zoned Rural Living (Schedule 3 and 5) and Farming. Amendment C26 includes land at the Latrobe Regional Airport and land surrounding the Latrobe Regional Airport affected by the proposed Design and Development Overlays (DDOs) and the areas affected by the Airport Environs Overlay (AEO) and Public Acquisition Overlay (PAO) (See attachments 1 to 3 for subject land).

A review of the existing Master Plan for the Latrobe Regional Airport and establishment of a planning framework that will facilitate the development of the Airport over the next 20 years was commenced in September 2008. In May 2009 the Latrobe Regional Airport Final Report and Master Plan Report were subsequently completed.

At its 9 June 2009 Meeting, the Latrobe Regional Airport Board resolved that:

*The Latrobe Regional Airport Master Plan 2009 as presented be adopted.*

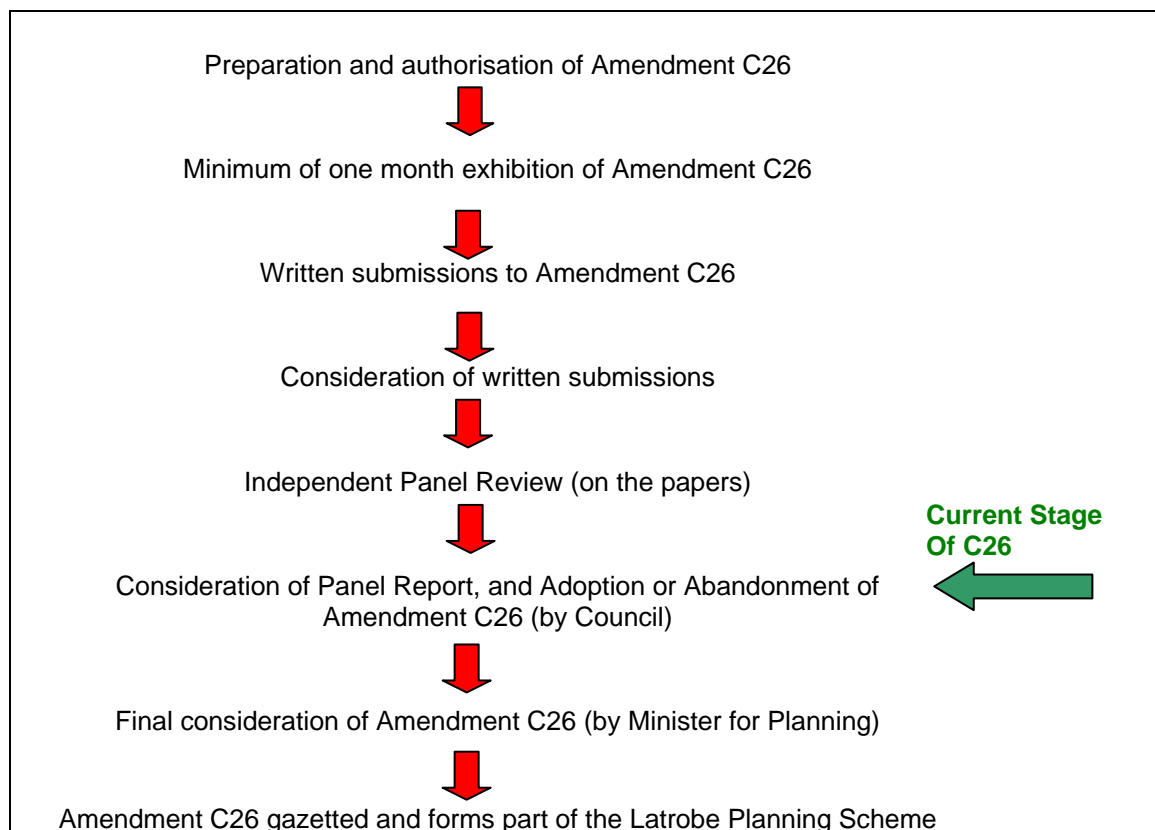
A key recommendation from the Master Plan report was to prepare a planning scheme amendment to:

- Remove the AEO Schedule 2.
- Apply new schedules to the Design and Development Overlay (DDO7 and DDO8) to ensure that development height does not adversely affect the operations of the airport.
- Amend schedule 7 to the Special Use Zone (SUZ) to allow accommodation related to aviation uses at the Latrobe Regional Airport.
- Remove the Public Acquisition Overlay (PAO) from the Airport land and amend the PAO schedule.
- Provide appropriate modifications to the Municipal Strategic Statement to reflect the changes above.
- Introduce the 2009 Latrobe Regional Airport Master Plan as a reference document to the Latrobe Planning Scheme.

### Statutory Requirements

The C26 planning scheme amendment process is shown in the figure below and provides an indication of the current stage of C26.

### C26 Planning Scheme Amendment Process



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

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

Amendment C26 has had regard to Section 12 of the Act and is consistent with the requirements of Section 12. In addition each amendment must address the Department of Planning and Community Development (DPCD) publication *Strategic Assessment Guidelines for Planning Scheme Amendments*. A response to these guidelines is outlined in the attached Explanatory Report, (see Attachment 4).

The proposal is consistent with the State Planning Policy Framework and the Municipal Strategic Statement (MSS). This is explained in the attached Explanatory Report, (see Attachment 4).

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

#### Planning Scheme Amendment

At its Ordinary Council Meeting of 7 December 2009 Council resolved to:

*1. That Council requests authorisation from the Minister for Planning to prepare and exhibit the proposed amendment to the Latrobe Planning Scheme, which seeks to:*

- *Remove the Airport Environs Overlay (AEO) Schedule 2.*
- *Apply new schedules to the Design and Development Overlay (DDO X and DDO Y).*
- *Amend Schedule 7 to the Special Use Zone (SUZ).*
- *Remove the Public Acquisition Overlay (PAO) from the Airport land and amend the PAO schedule.*
- *Provide appropriate modifications to the Municipal Strategic Statement to reflect the changes above.*
- *Include the 2009 Master Plan as a reference document.*

*2. That Council requests the Minister for Planning to be the planning authority to undertake an amendment to the Latrobe Planning Scheme, extending the Latrobe Regional Airport interim land use and development planning controls to March 2011.*

The Minister for Planning in accordance with Section 8A(3) of the *Planning and Environment Act 1987*, authorised Council to prepare the proposed Amendment C26 on 8 April 2010.

Amendment C26 was placed on public exhibition during the period 13 May 2010 to 13 June 2010. A total of four written submissions were received by Latrobe City Council which included 3 submissions of objection and 1 submission of support.

Sections 22 and 23 of the Act require that Council must consider all submissions received to C26 and where a submission requests a change that cannot be satisfied, request the Minister for Planning to establish a planning panel to consider submissions.

At its Ordinary Council Meeting of 19 December 2011 Council considered all written submissions to Amendment C26 and resolved to:

- a. Abandon part of the amendment which includes:*
  - The incorporation of the Airport Master Plan as a reference document into the Latrobe Planning Scheme;*
  - The proposed changes to the Municipal Strategic Statement (MSS) that refers to the Airport Master Plan;*
  - The proposed changes to the Special Use Zone 7 to allow for the airpark accommodation.*
- b. Requests the Minister for Planning to establish a planning panel to consider the remaining submission to part of the amendment which includes:*
  - The introduction of the Design and Development Overlays Schedule 7 and 8;*
  - The removal of the Airport Environs Overlay and Public Acquisition Overlay Schedule 2; and prepare a report.*

As a result of this resolution Australian Paper and Gippsland Water withdrew their objection to Amendment C26 on 18 November 2011 and 2 December 2011 respectively.

A request to appoint the Planning Panel was submitted on 20 December 2011 to consider the remaining submission of objection to Amendment C26. Due to previous discussions with Planning Panels Victoria a Planning Panel was promptly appointed on 21 December 2011.

## 5. ISSUES

The Planning Panel considered all written submissions 'on the papers' at the request of the remaining submitter. The consideration of the written submissions 'on the papers' removes the requirement to conduct a Planning Panel hearing. The Planning Panel's report was received by Latrobe City Council on 6 February 2012.

The Planning Panel report makes two recommendations for Planning Scheme Amendment C26 and two recommendations for further consideration by Council. A copy of the Planning panel report is provided at Attachment 5.

### Recommendations 1 and 2 of the Planning Panel Report

The Planning Panel recommends that Amendment C26 to the Latrobe Planning Scheme be adopted as exhibited, subject to the following changes:

1. *Adopt the changes to the Amendment as resolved by Council at its 19 December 2011 meeting, namely:  
Abandon that part of the Amendment which includes:*
  - *The inclusion of the Airport Master Plan as a reference document into the Latrobe Planning Scheme;*
  - *The proposed changes to the Latrobe Planning Scheme Municipal Strategic Statement (MSS) that refers to the Airport Masterplan; and*
  - *The proposed changes to the Special Use Zone 7 to allow for the airpark accommodation.*
2. *Retain the existing Airport Environs Overlay.*

### Response to recommendation 1 and 2 of the Planning Panel Report

Recommendation 1 is consistent with the resolution at its 19 December 2011 Ordinary Council meeting. Therefore, the Panel's recommendation should be supported.

Amendment C26 proposed the removal of the Airport Environs Overlay (AEO) as the overlay relies on (in most cases) the underlying zone to trigger a planning permit. The Australian Noise Exposure Forecast (ANEF) and the Australian Noise Exposure Concept (ANEC) that the AEO is based on is also outdated.

The surrounding zones of the Latrobe Regional Airport, especially the Rural Living Zone 3 does not necessarily trigger a need for a planning permit for certain uses (i.e. a dwelling which should consider noise impacts related to the airport). The *Latrobe Regional Airport Final Report 2009* states that the AEO is considered '*inadequate to appropriately control the development in the area*'.

The *Latrobe Regional Airport Final Report 2009* also states that '*the ANEC ... is not suitable for the current or likely future level of operations at the airport*'.

It was therefore determined that the ANEF and ANEC are not the best models upon which the AEO should be based.

The Panel agrees with Council that the AEO does not necessarily trigger a planning permit for building and works. The Panel is of the view, however, that the requirement to comply with noise attenuation measures in the Australian Standard under the AEO applies to all land in the overlay regardless of whether a planning permit is required or not (i.e. it can be complied with under the building regulations instead of a planning permit).

The Panel also agreed with Council that the existing AEO may not be defined using noise levels that best relate to the current and future operations of the Airport. The Panel is concerned, however, that the removal of the AEO would also remove the requirement for noise attenuation in buildings under the overlay. The Panel believes that this would be contrary to State and local planning policy and recommended that the AEO be retained.

On the basis of the discussion above, the Panel's recommendation should be supported as the AEO is able to provide noise attenuation measures to all of the land under the overlay even where a planning permit is not required. In this regard, the AEO is adequate to control the development surrounding the airport.

#### Recommendations 3 and 4 of the Planning Panel Report

The Panel has further suggested the following recommendations be considered in future planning for the Latrobe Regional Airport Masterplan. The Panel has recommended that Council:

3. *Review the definition of the boundaries of the existing Airport Environs Overlay to consider whether more appropriate boundaries should be set that better reflect the likely noise profile from predicted future operations of the Latrobe Regional Airport.*
4. *Further consider, in the next review of the Latrobe Regional Airport Masterplan, future demand for Airport services in the context of projected demographic and economic changes in the region. The review should consider whether future Airport expansion options ought to be preserved via a future Public Acquisition Overlay, and whether changes are also required to the mapping of the Design and Development Overlay and the Airport Environs Overlay to reflect any changes in future airport operations.*

Response to recommendation 3 and 4 of the Planning Panel Report

The above recommendations are not required to be considered as part of the Amendment C26 process, but may need to be further considered by Council in the future. The Latrobe Regional Airport Masterplan is recommended for review within the 2013 / 2014 financial year. It is envisaged that this review of the Masterplan can consider the boundaries of the AEO and the projected demographic and economic changes in the region. It is therefore suggested that the recommendation should be noted and may need to be considered as part of the 2013 / 2014 Latrobe Regional Airport Masterplan Review.

There may be a need at some stage in the future to include the review of the Latrobe Regional Airport Masterplan Review in the Latrobe Planning Scheme.

In order for Amendment C26 to proceed, Council must now consider the recommendations of the Planning Panel and decide whether to adopt Amendment C26 as exhibited, adopt Amendment C26 with changes or abandon the amendment.

**6. FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

The prescribed fees for planning scheme amendments are detailed in the *Planning and Environment (Fees) Regulations 2000*. The costs associated with this stage of the planning scheme amendment include the fee for the Panel Report and the fee for the Minister's approval of an amendment if the amendment is adopted by Council.

Funds have been allocated in the current 2011 / 2012 budget to enable the planning scheme amendment to proceed.

## **7. INTERNAL/EXTERNAL CONSULTATION**

Consultation sessions were held with landowners, agencies and authorities and the general public for the preparation of the Latrobe Regional Airport Masterplan on the 20 April 2009.

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

This included advertising in the government gazette and local newspapers as well as written notification to landowners and occupiers that may be materially affected by the amendment.

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

One – on – one community information sessions were held at the Latrobe Regional Airport on 7 and 8 June 2010. Four people attended the information sessions.

Following the receipt of the Panel Report discussions were held with the Latrobe Regional Airport Manager on the recommendations of the Panel Report. Following discussions with the Latrobe Regional Airport Manager, the Panel Report was distributed to the Latrobe Regional Airport Board Members for their information.

The above activities are consistent with the *Latrobe City Community Engagement Plan 2010 – 2014* and utilise the methods of inform, consult and involve on the IAP2 Public Participation Spectrum.

### **Public Submissions**

Amendment C26 was placed on public exhibition during the period 13 May 2010 to 13 June 2010. Four written submissions were received by Latrobe City Council to C26 and these were considered at the Ordinary Council meeting on 19 December 2011.



The Planning Panel considered all written submissions 'on the papers' at the request of the remaining submitter. The consideration of the written submissions 'on the papers' removes the requirement to conduct a Planning Panel hearing. The Panel received all submissions received to the amendment but were only required to consider the one remaining written submission to the Amendment.

The Panel report was received by Council on 6 February 2012. The Panel report was made available to the public on 5 March 2012.

## 8. OPTIONS

The options available to Council are as follows:

1. That Council, after considering the Planning Panel report recommendations for Amendment C26, resolves to adopt and submit for approval to the Minister for Planning, Amendment C26 without changes.
2. That Council, after considering the Planning Panel report recommendations for Amendment C26, resolves to adopt and submit for approval to the Minister for Planning, Amendment C26 with changes.
3. That Council, after considering the Planning Panel report recommendations received for Amendment C26, resolves to abandon the exhibited planning scheme amendment C26 and inform the Minister for Planning.

## 9. CONCLUSION

The Planning Panel report received on 6 February 2012 recommended that Council adopt Amendment C26 with changes, which includes:

1. *Adopt the changes to the Amendment as resolved by Council at its 19 December 2011 meeting, namely:  
Abandon that part of the Amendment which includes:*
  - *The inclusion of the Airport Master Plan as a reference document into the Latrobe Planning Scheme;*
  - *The proposed changes to the Latrobe Planning Scheme Municipal Strategic Statement (MSS) that refers to the Airport Masterplan; and*
  - *The proposed changes to the Special Use Zone 7 to allow for the airpark accommodation.*

2. *Retain the existing Airport Environs Overlay.*

*That Council further considers:*

3. *Review the definition of the boundaries of the existing Airport Environs Overlay to consider whether more appropriate boundaries should be set that better reflect the likely noise profile from predicted future operations of the Latrobe Regional Airport.*
4. *Further consider, in the next review of the Latrobe Regional Airport Masterplan, future demand for Airport services in the context of projected demographic and economic changes in the region. The review should consider whether future Airport expansion options ought to be preserved via a future Public Acquisition Overlay, and whether changes are also required to the mapping of the Design and Development Overlay and the Airport Environs Overlay to reflect any changes in future airport operations.*

The recommendations of the Planning Panel should be supported. The abandonment of part of the amendment is consistent with Council's resolution on the 19 December 2011 Ordinary Council meeting. The retention of the AEO will provide noise attenuation measures to all of the land under the overlay even though a planning permit may not be required. It is therefore considered the AEO is adequate to control the development surrounding the airport.

Recommendations 3 and 4 of the Panel's Report may need to be considered as part of the next review of the Latrobe Regional Airport Masterplan in the 2013 / 2014 financial year.

**10. RECOMMENDATION**

- 1. That Council, having considered the Planning Panel report recommendations for Amendment C26 adopts Amendment C26 with changes, identified in recommendations 1 and 2 in the Planning Panel Report February 2012 in accordance with Section 29 of the *Planning & Environment Act, 1987*.**
- 2. That Council, consider recommendations 3 and 4 of the Planning Panel Report February 2012 as part of the review of the Latrobe Regional Airport MasterPlan in the 2013 / 2014 financial year.**
- 3. That Council submits Amendment C26 once adopted to the Minister for Planning for approval, in accordance with Section 35 of the *Planning and Environment Act 1987*.**
- 4. That Council advises those persons who made written submissions to Amendment C26 of Council's decision.**

**Moved:** Cr Middlemiss

**Seconded:** Cr Loughheed

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

**ATTACHMENT 1**  
**Design and Development Overlays**

**LATROBE PLANNING SCHEME LOCAL PROVISION**



Part of Planning Scheme Maps 44DDO, 53DDO, 70DDO, 78DDO, 79DDO & 85DDO

**LEGEND**

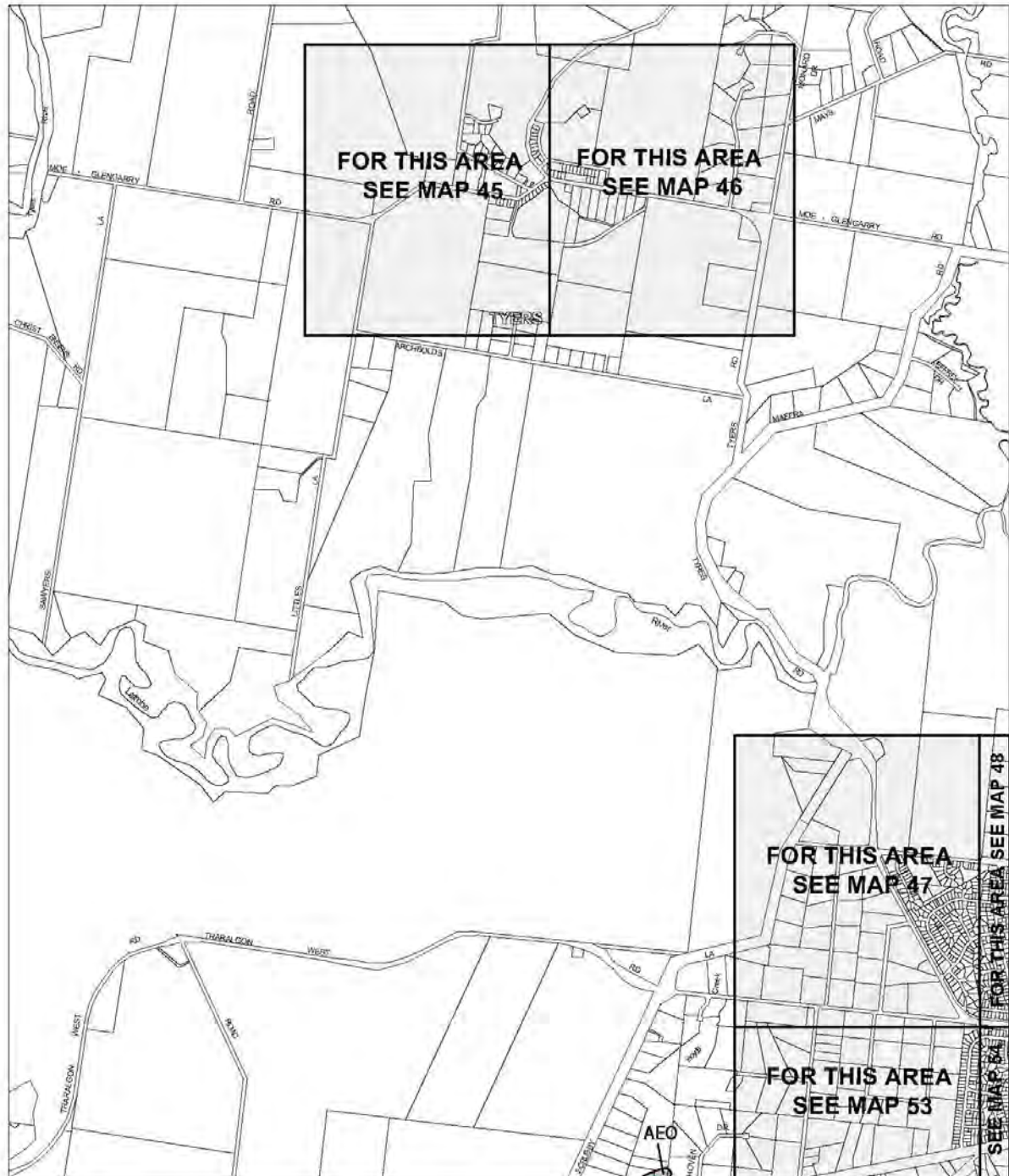
<span style="background-color: #4169E1; color: white; padding: 2px;">DDO7</span>	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 7
<span style="background-color: #DC143C; color: white; padding: 2px;">DDO8</span>	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 8

**AMENDMENT C26**

PREPARED BY: INFORMATION SERVICES  
Statutory Planning Systems Reform  
Planning, Heritage and Urban Design

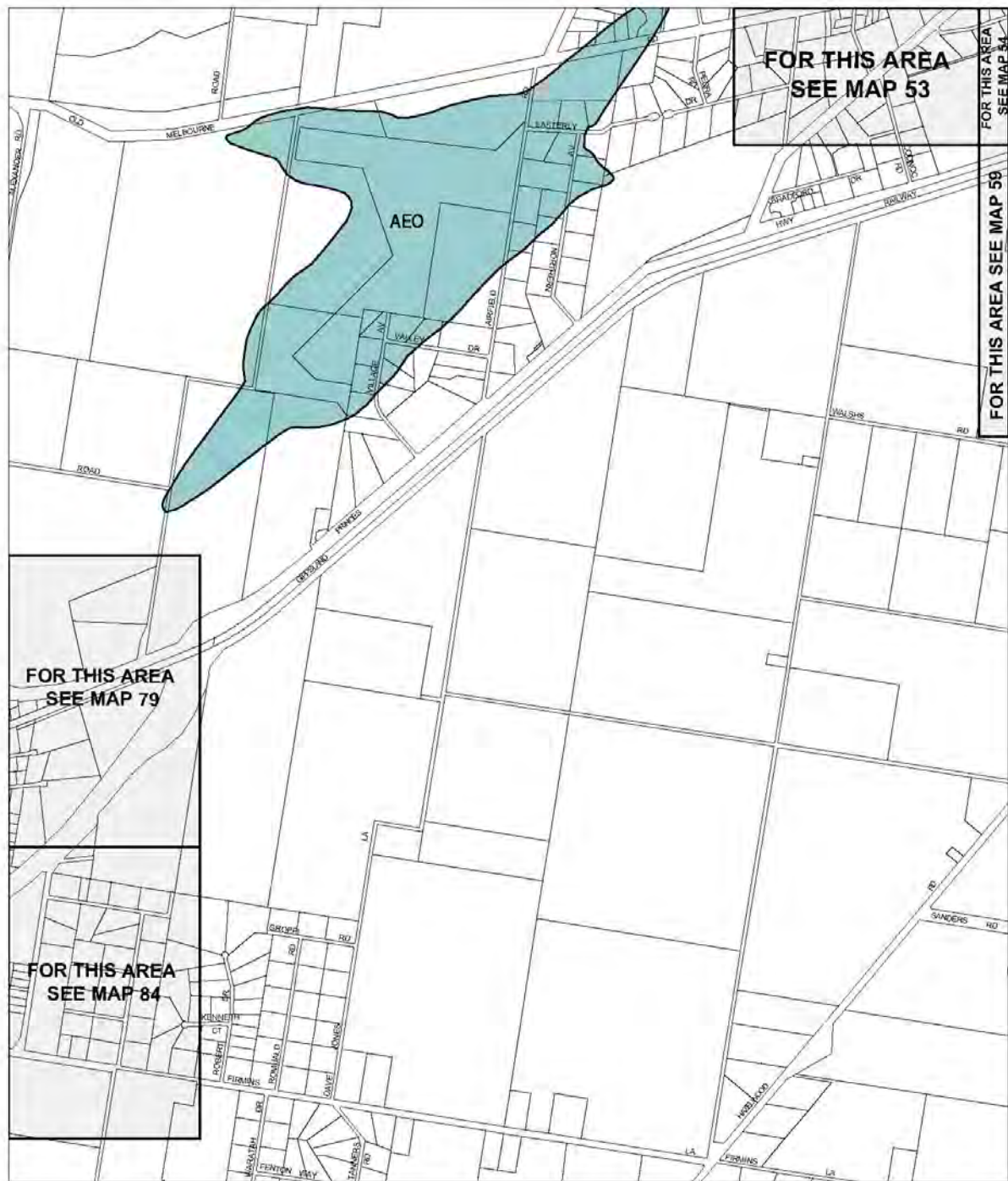
**ATTACHMENT 2  
Airport Environs Overlay**

**LATROBE PLANNING SCHEME - LOCAL PROVISION**





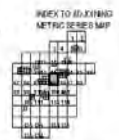
**LATROBE PLANNING SCHEME - LOCAL PROVISION**



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**Overlays**  
1. Airport Environs Overlay (AEO)

Australian Map Grid 2011 55



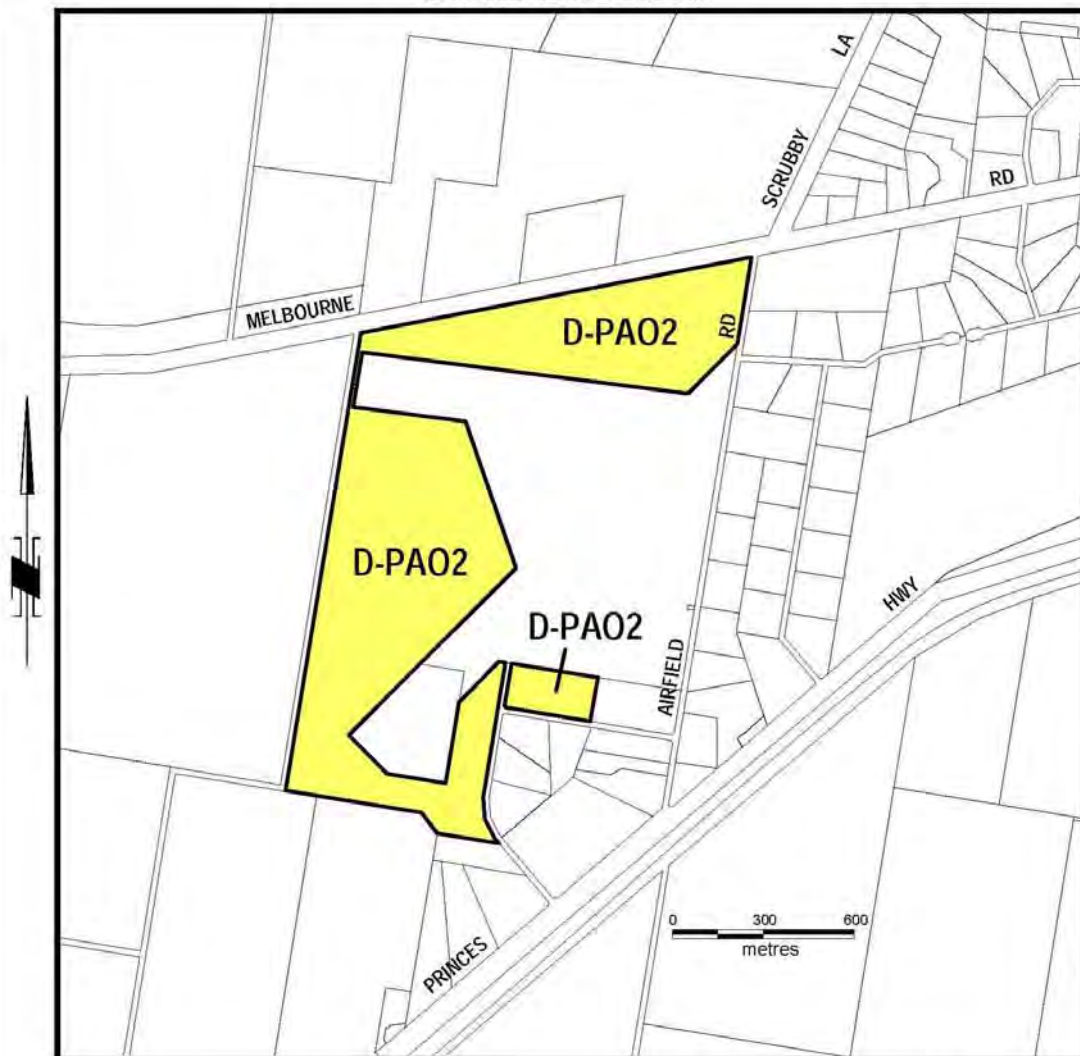
**AMENDMENT C31**

**AIRPORT ENVIRONS OVERLAY**

**MAP No 85AEO**

**ATTACHMENT 3**  
**Public Acquisition Overlay – Removal**

**LATROBE PLANNING SCHEME**  
**LOCAL PROVISION**



Part of Planning Scheme Map 85PAO

**LEGEND**

**D-PAO2** AREA TO BE DELETED FROM A  
PUBLIC ACQUISITION OVERLAY

**AMENDMENT C26**

**ATTACHMENT 4**  
**Explanatory Report**



## **LATROBE PLANNING SCHEME**

### **AMENDMENT C26**

### **EXPLANATORY REPORT**

#### **Who is the planning authority?**

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

The amendment has been made at the request of Latrobe City Council.

#### **Land affected by the amendment.**

The amendment applies to the Latrobe Regional Airport and the land within the vicinity of the airport, particularly land under the approach and take off paths of the airport's runways. The amendment maps show the specific land affected by the amendment.

#### **What the amendment does.**

The amendment proposes to implement planning controls in order to facilitate the ongoing operations of the Latrobe Regional Airport and provide options for the future expansion of services. Amendments are proposed to the following sections of the Latrobe Planning Scheme:

- Remove the Public Acquisition Overlay (PAO) from the Airport land and amend the PAO schedule;
- Apply Design and Development Overlays (DDOs) to ensure buildings and works do not adversely affect the operations of the Latrobe Regional Airport; and
- Make minor changes to Clauses 21.01, 21.04 and 21.07 to support application of these overlays.
- Amend Clause 61.03 to remove reference to the PAO maps, and include reference to the introduction of two new Schedules to the DDO.

#### **Strategic assessment of the amendment**

- Why is the amendment required?

The amendment is required to protect and support the ongoing and future operation of the Latrobe Regional Airport. The amendment implements controls to ensure that sensitive land uses and inappropriate development under the approach and take-off flight paths do not prejudice or restrict the operation of the airport.

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

The amendment implements the following objectives of planning in Victoria under Section 4 of the *Planning and Environment Act 1987*.

*4(1)(a) To provide for the fair, orderly, economic and sustainable use and development of land.*

*4(1)(c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*

*4(1)(e) To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community*

*4(1)(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e)*

The amendment implements these objectives of planning in Victoria by:

- Providing for the orderly development around the approach and take off paths at the Latrobe Regional Airport.
  - Securing a safe working and living environments around the approach and take off paths at the Latrobe Regional Airport.
  - Protecting the orderly provision and co-ordination of the operations at Latrobe Regional Airport for the Gippsland Region.
- How does the amendment address the environmental effects and any relevant social and economic effects?

The Design and Development Overlays are based on the Obstacle Limitation Surface (OLS) plan. The OLS plan comprises a series of surfaces that set the height limits of objects around an airport. Objects that project through the OLS are considered obstacles. By preparing overlays that are based on the OLS Plan, the amendment should have positive environmental, social and economic effects. The protection of the Latrobe Regional Airport and the limitation of inappropriate development which may be affected by the Airport's operation will have a net community benefit.

DDO7 requires a permit for a building and works which exceed 55m Australian Height Datum (AHD), (in most instances this will trigger a permit for buildings and works above 5m of the natural ground surface level). DDO8 requires a permit for building and works which exceed 65m AHD, (in most instances this will trigger a permit for buildings and works above 10m from the natural ground surface level). The DDOs address the critical runway approach areas and take into account existing topography of the land. The AHD contours are conservative but this is to allow for small changes in topography.

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

The amendment complies with the Minister's Direction No. 11, Strategic Assessment of Amendments. All requirements to be met under the direction have been considered and met in the preparation of the amendment.

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

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

**Clause 11 Settlement** states that ‘planning is to anticipate and respond to the needs of existing and future communities through provision of zones and serviced land for housing, employment, recreation and open space, and community facilities and infrastructure.

Planning is to recognise the need for, and as far as practicable contribute towards:

- Health and Safety
- Economic Viability
- Accessibility
- Land use and transport integration’

**Clause 11.05-4 Regional Victoria’s Competitive Advantages** states to ‘Maintain and enhance regional Victoria’s competitive advantages by:

- Ensuring that the capacity of major infrastructure (including highways, railways, airports, ports, communications networks and energy generation and distribution systems) is not affected adversely by urban development in adjacent areas’.

**Clause 15 Built Environment and Heritage** states that “Land use and development planning must support the development and maintenance of communities with adequate and safe physical environments for their residents, through the appropriate location of uses and development and quality of urban design”.

**Clause 18.01-1 Land Use and Transport Planning – Objective** states “To create a safe and sustainable transport system by integrating land – use and transport”.

**Clause 18.04-2 Planning for airports – Objective** states “to strengthen the role of Victoria’s airports within the State’s economic and transport infrastructure and protect their ongoing operation”.

**Clause 18.04-2 Planning for airports – Strategies** states to “protect airports from incompatible land – uses.

Ensuring that in planning of airports, land – use decisions are integrated, appropriate land – use buffers are in place and provision is made for associated businesses that service airports.”

The amendment supports the above clauses by introducing the DDO schedules to protect approach and take off paths at the Latrobe Regional Airport. The DDO provides for the safety of residents and the airport within the designated area.

- How does the amendment support or implement the Local Planning Policy Framework (LPPF)?

The amendment is consistent with the LPPF. The amendment is consistent with and achieves the relevant objectives of the LPPF.

**Clause 21.01 – Infrastructure** provides the following statement:

‘Latrobe Regional Airport is integral to the region’s transport network. Well equipped and of a high standard, it ranks as one of the best regional airports in Australia. The airport’s supply of serviced industrial land is currently being expanded to facilitate enhanced aeronautical development.’

The amendment supports this clause by introducing new policy to the LPPF to ensure that the significant role of the Latrobe Regional Airport is recognised and protected, particularly from urban encroachment. The amendment supports Clause 21.01 by introducing DDO schedules to protect approach and take off paths of aircraft from inappropriate developments. The amendment will ensure the consideration of airfield operations and potential impacts on or from proposed uses and developments on land surrounding the Latrobe Regional Airport.

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

The amendment has been prepared with reference to the:

- VPP Practice Notes Writing Schedules, May 2000
- VPP Practice Notes Format of MSS, February 1999
- General Practice Note Strategic Assessment Guidelines, April 2008

The amendment utilises appropriate Victorian Planning Provisions.

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

Key stakeholders were consulted in April 2009 including relevant agencies to inform the Latrobe Regional Airport 2009 Master Plan and preparation of amendments to the Latrobe Planning Scheme.

All relevant agencies will be formally notified during the public exhibition of the amendment.

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

It is considered that the amendment will have minimal impact on the resources and administrative costs of the responsible authority. The amendment is unlikely to result in a significant increase in planning permit applications processed by the responsible authority.

### **Where you may inspect this Amendment.**

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

Latrobe City Council  
Corporate Headquarters  
141 Commercial Road  
Morwell VIC 3840  
Latrobe City Council  
Moe Service Centre  
44 Albert Street  
Moe VIC 3825

Latrobe City Council  
Traralgon Service Centre  
34-38 Kay Street  
Traralgon VIC 3844  
Latrobe City Council  
Churchill Service Centre  
9 – 11 Philip Parade  
Churchill VIC 3842

The amendment can also be inspected free of charge at the Department of Planning and Community Development web site at [www.dpcd.vic.gov.au/planning/publicinspection](http://www.dpcd.vic.gov.au/planning/publicinspection).

**ATTACHMENT 5**  
**Planning Panel Report**

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**LATROBE  
PLANNING SCHEME**

**AMENDMENT C26**

**PANEL REPORT**

**6 FEBRUARY 2012**

**LATROBE  
PLANNING SCHEME  
AMENDMENT C26**

**PANEL REPORT**

A handwritten signature in grey ink, appearing to read 'Trevor', with a large loop and a long horizontal flourish extending to the right.

---

Trevor McCullough

**6 FEBRUARY 2012**



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# Latrobe Planning Scheme Amendment C26

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This is the report of the Panel appointed pursuant to Section 153 of the *Planning and Environment Act 1987* to consider submissions in respect of the Amendment.

<b>The Amendment</b>	Latrobe C26
<b>Purpose of Amendment</b>	<p>The Amendment proposes to:</p> <ul style="list-style-type: none"><li>▪ Remove the Airport Environs Overlay;</li><li>▪ Remove the Public Acquisition Overlay for airport land;</li><li>▪ Apply new Design and Development Overlay schedules; and</li><li>▪ Apply other changes to the planning scheme to support these overlays.</li></ul>
<b>Planning Authority</b>	Latrobe City Council
<b>Exhibition</b>	13 May 2010 to 21 June 2010
<b>Submissions</b>	<ul style="list-style-type: none"><li>▪ SP AusNet (resolved)</li><li>▪ Mr Love</li><li>▪ Gippsland Water (withdrawn)</li><li>▪ Australian Paper (resolved)</li></ul>
<b>The Panel</b>	Trevor McCullough
<b>Panel hearings</b>	<p>No Directions Hearing or Public Hearing was considered necessary.</p> <p>The matter is dealt with 'on the papers'</p>
<b>Site inspection</b>	As the remaining issues related primarily to the interpretation of strategic issues, no site visit was considered necessary.
<b>Date of this report</b>	6 February 2012

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# Contents

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<b>1.</b>	<b>SUMMARY OF RECOMMENDATIONS .....</b>	<b>1</b>
<b>2.</b>	<b>BACKGROUND AND ISSUES.....</b>	<b>1</b>
2.1	Background .....	2
2.2	What are the issues.....	3
2.3	Issues dealt with in this Report .....	3
<b>3.</b>	<b>THE AIRPORT MASTER PLAN.....</b>	<b>4</b>
3.1	The issue .....	4
3.2	Submissions.....	4
3.3	Discussion.....	5
3.4	Conclusion.....	6
<b>4.</b>	<b>STRATEGIC JUSTIFICATION.....</b>	<b>8</b>
4.1	The issue .....	8
4.2	Policy Context.....	8
4.3	Submissions.....	9
4.4	Discussion.....	10
4.5	Conclusions .....	12
4.6	Recommendations.....	12

# **1. Summary of recommendations**

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The Panel recommends that Amendment C26 to the Latrobe Planning Scheme be adopted as exhibited, subject to the following changes:

1. Adopt the changes to the Amendment as resolved by Council at its 19 December 2011 Council meeting, namely:

Abandon that part of the Amendment which includes:

- The inclusion of the Airport Master Plan as a reference document into the Latrobe Planning Scheme;
- The proposed changes to the Latrobe Planning Scheme Municipal Strategic Statement (MSS) that refers to the Airport Master Plan; and
- The proposed changes to the Special Use Zone 7 to allow for the airpark accommodation.

2. Retain the existing Airport Environs Overlay.

The Panel further recommends that Council:

3. Review the definition of the boundaries of the existing Airport Environs Overlay to consider whether more appropriate boundaries should be set that better reflect the likely noise profile from predicted future operations of the Latrobe Regional Airport.
4. Further consider, in the next review of the Latrobe Regional Airport Master Plan, future demand for Airport services in the context of projected demographic and economic changes in the region. The review should consider whether future Airport expansion options ought to be preserved via a future Public Acquisition Overlay, and whether changes are also required to the mapping of the Design and Development Overlay and the Airport Environs Overlay to reflect any changes in future Airport operations.

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## 2. Background and issues

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### 2.1 Background

#### Details of the Amendment

Amendment C26 to the Latrobe Planning Scheme applies to the Latrobe Regional Airport and the land within the vicinity of the Airport, particularly land under the approach and take off paths of the Airport's runways.

The Amendment, as exhibited, proposed the following changes to the Latrobe Planning Scheme:

- Amend schedule 7 of the Special Use Zone (SUZ) to allow for accommodation related to aviation related use;
- Remove the Airport Environs Overlay (AEO) from the Airport land;
- Remove the Public Acquisition Overlay (PAO) from the Airport land and amend the PAO schedule;
- Apply Design and Development Overlays (DDO) schedules to ensure buildings and works do not adversely affect the operations of the Latrobe Regional Airport;
- Make minor changes to Clauses 21.01, 21.02, 21.04 and 21.07 to support application of these overlays and include the *Latrobe Regional Airport Master Plan 2009* and *Latrobe Regional Airport Development Guidelines 2009* as reference documents; and
- Amend Clause 61.03 to remove reference to the PAO and AEO maps, and include reference to the introduction of two new schedules to the DDO.

Following exhibition and consideration of submissions, Council resolved in December 2011 to abandon the inclusion of the Airport Master Plan reports as reference documents, abandon the proposed changes to the SUZ7 to allow the airpark accommodation and remove references to the Airport Master Plan and airpark accommodation from relevant sections of the Planning Scheme.

The Amendment as now proposed, and as considered by the Panel, incorporates the following changes to the Latrobe Planning Scheme:

- Remove the Airport Environs Overlay (AEO) from the Airport land;
- Remove the Public Acquisition Overlay (PAO) from the Airport land and amend the PAO schedule;

- Apply Design and Development Overlays (DDO) schedules to ensure buildings and works do not adversely affect the operations of the Latrobe Regional Airport;
- Make minor changes to Clauses 21.01, 21.04 and 21.07 to support application of these overlay schedules; and
- Amend Clause 61.03 to remove reference to the PAO and AEO maps, and include reference to the introduction of two new schedules to the DDO.

### **Background to the proposal**

The Amendment was initiated by Council to implement the recommendations of the *Latrobe Regional Airport Master Plan 2009* and the *Latrobe Regional Airport Final Report 2009*.

## **2.2 What are the issues**

The issues raised in submissions from SP AusNet, Gippsland Water and Australian Paper have been resolved or withdrawn as a result of Council's changes to the Amendment post-exhibition. The main objections related to the inclusion of accommodation in the vicinity of the Airport.

The remaining submitter, Mr Love has raised the following issues:

- The Airport Master Plan is based on insufficient or inaccurate information, is short-sighted and should not be used as a basis for the Amendment; and
- The proposed DDO schedules are inadequate to protect the site if a more significant expansion of the Airport is considered appropriate in the future.

The Panel is also required to examine the strategic justification for the Amendment and the level of consistency with State and local planning policy.

## **2.3 Issues dealt with in this Report**

This Report deals with the issues under the following headings:

- The Airport Master Plan; and
- Strategic Justification.

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## 3. The Airport Master Plan

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### 3.1 The issue

Mr Love, in his submission, challenges the basis for the Airport Master Plan (comprising the *Latrobe Regional Airport Master Plan 2009* and the *Latrobe Regional Airport Final Report 2009*) and the validity of applying the conclusions of the Reports to the new planning controls.

The Panel has therefore examined the Airport Master Plan documents to form a view on Mr Love's concerns and whether this impacts on the strategic basis for the Amendment.

### 3.2 Submissions

Mr Love has submitted that the Master Plan has been prepared to focus on the needs of existing users rather than taking a longer term view of what opportunities the Airport might provide for the community in the future. Mr Love questions the population base for future planning, arguing that a much broader area encompassing the growing municipalities of Casey, Cardinia and Baw Baw, in addition to Wellington and South Gippsland should be regarded as a market base for an expanded Airport.

Mr Love argues that this would lead to a conclusion that extended passenger services from the Airport would, in the future, be viable as an alternative to Melbourne Airport for residents in these areas. Mr Love submits that if this extent of passenger demand is realised, much larger planes would need to be accommodated, requiring longer runways than that allowed for in the Master Plan, larger terminal facilities and improved access. Mr Love suggests that a Code 4C runway, with length of 2000m and width of 35m, is required to allow for potential growth.

Mr Love points to other perceived inadequacies in the work done in preparing the Master Plan which, in summary, he concludes have led to a short-sighted vision for the Airport.

In response to Mr Love's submission, Council argued that drawing on the existing population of Latrobe was an appropriate base for planning for the Airport on the basis that it is a 'medium scale regional Airport'. Council also submitted that the removal of the Master Plan as a reference document should not be read to as any lack of confidence in the reliability of data

contained in the Master Plan or the DDO schedules that are derived from the Master Plan. Council's submission noted that the DDO schedules were based on the future expansion of the runway (to Code 3C standard, or up to 1800m in length) and increased traffic movements.

In response to Mr Love's submission that the Master Plan focuses only on the needs of existing users, Council responded that ample opportunity was given for consultation and consideration of stakeholder views.

Council does not support Mr Love's view that a Code 4C runway is appropriate in the foreseeable future for the following reasons:

- Location and size of the Airport;
- Limited future growth opportunities;
- Limitations of surrounding land uses;
- Competition from other existing modes of public transport; and
- The proximity of Melbourne Airport, which has been made more accessible by improved road access in recent years.

### 3.3 Discussion

Although the Council no longer wishes to include the Airport Master Plan in the Planning Scheme as a reference document, the *Latrobe Regional Airport Master Plan 2009* and the *Latrobe Regional Airport Final Report 2009* have been used as a basis for proposing the removal of the Public Acquisition Overlay (PAO) and the Airport Environs Overlay (AEO), and the introduction of the Design and Development Overlay (DDO) schedules.

The conclusions of the Master Plan are relevant to the definition of the proposed DDO schedules, and have been reviewed by the Panel in this context. The strategic justification of the removal of the PAO and AEO, and other changes to the Planning Scheme included in the Amendment, are examined in the following chapter.

The 'Forecast demand' section of the *Master Plan Report May 2009* provides an historical analysis of aviation movements, with no apparent future demand analysis based on changing population, or changes in industry and commerce in the region. The 'Future needs and development options' section of the same report centres around compliance with standards and practices and operational requirements of various aircraft types. The Report concludes that the existing 03/21 runway will meet demand in the foreseeable future but recommends that land should be preserved for a future (longer and wider) Code 3C runway parallel to the existing 03/21 runway to protect the option of long-term future development. It is not clear from reading the Report what the basis of this conclusion is. It is therefore

not possible for the Panel to make an informed decision about whether the Master Plan adequately plans for future Airport operations.

Council submitted the following justification for the DDO schedules in the Explanatory Report:

*The Design and Development Overlays are based on the Obstacle Limitation Surface (OLS) plan. The OLS plan comprises a series of surfaces that set the height limits of objects around an airport. Objects that project through the OLS are considered obstacles. By preparing overlays that are based on the OLS Plan, the amendment should have positive environmental, social and economic effects. The protection of the Latrobe Regional Airport and the limitation of inappropriate development which may be affected by the Airport's operation will have a net community benefit.*

*DDO7 requires a permit for a building and works which exceed 55m Australian Height Datum (AHD), (in most instances this will trigger a permit for buildings and works above 5m of the natural ground surface level). DDO8 requires a permit for building and works which exceed 65m AHD, (in most instances this will trigger a permit for buildings and works above 10m from the natural ground surface level). The DDOs address the critical runway approach areas and take into account existing topography of the land. The AHD contours are conservative but this is to allow for small changes in topography.*

The definition of the boundaries of DDO maps 7 and 8 are essentially based on the future extension of the 03/21 runway to a Code 3C runway and the flight paths associated with the operation of the Airport to that standard. The DDO schedules will provide protection for the Airport operations from inappropriate buildings being constructed in the flight paths.

### **3.4 Conclusion**

The Panel concludes that the demand forecasts included in the Airport Master Plan were limited in that they were based on historical data and operational standards and do not seem to have considered future demographic and economic trends. This, in the view of the Panel, does not make them wrong, and nor does it mean that the conclusions of the Master Plan regarding appropriate expansion options are invalid.

The Panel thinks that future review of the Airport Master Plan may benefit from a more thorough analysis of market opportunities based on demographic and economic projections, but ultimately this is a matter for the Council and the Council and the Latrobe Regional Airport Board.



The Panel believes that the definition of the proposed DDO maps and schedules based on a future Code 3C runway is appropriate, and is a step forward in protecting the operations of the Airport. Planning controls should reflect the best strategic planning available at the time of preparation. Likewise, further analysis in the future may lead to different conclusions and require the DDO schedules to be amended.

The next chapter further examines the strategic justification for the components of the Amendment and makes recommendations on which components should be adopted or changed.

## 4. Strategic Justification

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### 4.1 The issue

Are the changes proposed to the Planning Scheme strategically justified and appropriately supported by State and local planning policy?

### 4.2 Policy Context

Council have carried out a strategic assessment of the Amendment. The assessment highlights support from the State Planning Policy Framework (SPPF) in the following clauses:

- Clause 11 'Settlement';
- Clause 11.05-4 'Regional Victoria's Competitive Advantages';
- Clause 15 'Built Environment and Heritage';
- Clause 18.01-1 'Land Use and Transport Planning'; and
- Clause 18.04-2 'Planning for Airports'.

In particular, clause 18.04-2 includes an objective *'to strengthen the role of Victoria's airports within the State's economic and transport infrastructure and protect their ongoing operation'* and a strategy to *'protect airports from incompatible land-uses'*.

The Panel agrees with Council's assessment that the Amendment supports these clauses by introducing the DDO schedules to protect the approach and take off paths.

The Panel thinks that clause 18.04-3 'Planning for airfields' is also relevant, as Latrobe Regional Airport is of a scale that also fits the common dictionary definition of an 'airfield'. The objective of Clause 18.04-3 'Planning for airfields' states:

*To facilitate the siting of airfields and extensions of airfields, restrict incompatible land use and development in the vicinity of airfields, and recognise and strengthen the role of airfields as focal points within the State's economic and transport infrastructure.*

The same clause states, under strategies:

*Plan for areas around all airfields such that:*

- *Any new use or development which could prejudice the safety or efficiency of an airfield is precluded.*
- *The detrimental effects of aircraft operations (such as noise) is taken into account in regulating and restricting the use and development of affected land.*
- *Any new use or development which could prejudice future extensions to an existing airfield or aeronautical operations in accordance with an approved strategy or master plan for that airfield is precluded.*

The strategic assessment of local planning policy framework (LPPF) provided by Council refers to Clause 21.01 – ‘Infrastructure’, concluding that the Amendment supports and strengthens this policy.

More specifically the Amendment proposes the addition of the following strategies at clause 21.04-2 under ‘Objective 2 – Settlement’:

- *Ensure that current and forecast Latrobe Regional Airport operations are taken into account in planning for the use and development of land within the Morwell-Traralgon Corridor.*
- *Strongly encourage developments within close proximity to the Latrobe Regional Airport to be designed and constructed to avoid potential adverse impacts resulting from and to airport operations.*

### 4.3 Submissions

The justification given by Council for removing the AEO is as follows:

*The existing 2004 Australian Noise Exposure Forecast (ANEF) prepared for the Latrobe Regional Airport does not represent the best model upon which planning overlays should be based. The 2004 ANEF is a composite plan based on the existing runway a previously proposed future runway. Composite plans are no longer an acceptable format of an ANEF. It is recommended that the existing ANEF is no longer relied upon for the assessment of planning applications. The current Schedule 2 to the Airport Environs Overlay (AEO) provided by the Latrobe Planning Scheme reflects the 2004 ANEF. It is therefore not suitable for the current or likely future level of operations at the airport and is not consistent with the Latrobe Regional Airport 2009 Master Plan. It is therefore recommended to remove the AEO Schedule 2.*

In a phone conference on 1 February 2012 with Council’s Senior Strategic Planner, the Panel was able to confirm Council’s submission that, in addition to the noise contours defining the AEO being out of date, it is considered that

a permit under the AEO never triggers, making the AEO effectively redundant. In clarifying this, Council submitted that the only permit trigger in the AEO is for subdivision, and this is almost never triggered as the zoning of the majority of the land in the AEO is Rural Living and already subdivided to minimum lot size, or Farming Zone, and unable to be subdivided further.

Council's Senior Strategic Planner submitted that it was Council's interpretation that the requirement of Clause 45.02-2 'Construction of buildings' was not triggered unless a permit was triggered by some other clause. Clause 45.02-2 states:

*Any new building must be constructed so as to comply with any noise attenuation measures required by Section 3 of Australian Standard AS 2021-2000, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction, issued by Standards Australia International Ltd.*

Council submitted that the PAO related to land that was already in the ownership of the Latrobe Regional Airport and was therefore now redundant.

## 4.4 Discussion

The Panel accepts and generally agrees with Council's strategic assessment, but thinks that SPPF clause 18.04-3 'Planning for Airfields' and the proposed additions to clause 21.04-2 should also be considered.

### Design and Development Overlay

The Panel believes that SPPF Clause 18.04-3 adds further justification for the application of the DDO schedules on safety grounds, particularly through the first dot point:

*Plan for areas around all airfields such that:*

- *Any new use or development which could prejudice the safety or efficiency of an airfield is precluded.*

### Airport Environs Overlay

The second dot point under clause 18.04-3 underlines the need for AEO to regulate use and development of land affected by detrimental impacts such as noise:

*Plan for areas around all airfields such that:*

- *The detrimental effects of aircraft operations (such as noise) is taken into account in regulating and restricting the use and development of affected land.*

Clause 21.04-2 of the LPPF also seems to support protection of development from the adverse effects of the Airport (as well as protection for the Airport from inappropriate development):

- *Strongly encourage developments within close proximity to the Latrobe Regional Airport to be designed and constructed to avoid potential adverse impacts resulting from and to airport operations.*  
(Panel emphasis)

The Panel believes that Council's interpretation of the application of clause 45.02-2 is wrong. The Panel is of the view that the requirement to comply with noise attenuation measures in the Australian Standard applies to all land in the overlay regardless of whether a permit is required. The Panel therefore believes that Council's conclusion that the overlay is redundant is also wrong.

The Panel accepts the analysis submitted by Council, and contained in the *Latrobe Regional Airport Master Plan 2009*, that the existing AEO may not be defined using noise levels that best relate to the current and future operation of the Airport. The Panel is concerned, however, that removal of the AEO completely would also remove the requirement for noise attenuation in buildings under the overlay. The Panel considers that this is contrary to State and local planning policy, in particular clause 18.04-3 and the proposed additions to clause 21.04-2. Rather than remove the AEO, the Panel believes Council should revise the definition of the boundaries of the AEO so as to better reflect current and projected future noise levels from the Latrobe Regional Airport.

### **Public Acquisition Overlay**

The Panel agrees that the existing PAO is redundant and can be removed.

### **Planning for future growth**

The third dot point under clause 18.04-3 suggests that planning should consider restricting development that may prevent future airfield extension. The issue of the appropriate level of airport operations to plan for in the future has been discussed briefly in the previous chapter with the conclusion is that it is up to Council and the Latrobe Regional Airport Board to determine that appropriate approach.

The Panel believes that future review of the Airport Master Plan should carefully consider whether options for a future extension of the runway/s should be planned for, and whether, in the context of the wording of clause 18.04-3 of the SPPF, it would be appropriate to implement a future PAO to protect those options.

## **4.5 Conclusions**

The Panel accepts the changes made to the Amendment by Council post-exhibition in response to submissions.

The Panel concludes that each of the components of the revised Amendment is consistent with State and local planning policy and ought to be implemented, with the exception of the removal of the AEO.

The Panel concludes that:

- Council's justification for the removal to the AEO on the basis that it is 'redundant' is flawed;
- Removal of the AEO would be contrary to State and local policy; and
- Removal of the AEO would have the undesirable effect of removing the requirement for buildings in the overlay area to comply with noise attenuation standards.

## **4.6 Recommendations**

The Panel recommends that Amendment C26 to the Latrobe Planning Scheme be adopted as exhibited, subject to the following changes:

1. Adopt the changes to the Amendment as resolved by Council at its 19 December 2011 meeting, namely:

Abandon that part of the Amendment which includes:

- The inclusion of the Airport Master Plan as a reference document into the Latrobe Planning Scheme;
- The proposed changes to the Latrobe Planning Scheme Municipal Strategic Statement (MSS) that refers to the Airport Master Plan; and
- The proposed changes to the Special Use Zone 7 to allow for the airpark accommodation.

2. Retain the existing Airport Environs Overlay.

The Panel further recommends that Council:

3. Review the definition of the boundaries of the existing Airport Environs Overlay to consider whether more appropriate boundaries should be set that better reflect the likely noise profile from predicted future operations of the Latrobe Regional Airport.
4. Further consider, in the next review of the Latrobe Regional Airport Master Plan, future demand for Airport services in the context of projected demographic and economic changes in the region. The review should consider whether future Airport expansion options ought to be preserved via a future Public Acquisition Overlay, and whether changes are also required to the mapping of the Design and Development Overlay and the Airport Environs Overlay to reflect any changes in future Airport operations.

# GOVERNANCE



**11.6.1 LATROBE CITY COMMUNITY FORUMS**

**AUTHOR:** General Manager Governance  
**(ATTACHMENT – NO)**

**1. PURPOSE**

The purpose of this report is to present to Council a proposed format for the trial of Latrobe City Community Forums.

**2. DECLARATION OF INTERESTS**

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

**3. STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2011-2015.

*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.*

*Shaping Our Future*

*An active connected and caring community  
Supporting all*

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

*Latrobe City Council Plan 2011 - 2015*

*Strategic Direction – Governance*

*Support effective community engagement to increase  
community participation in Council decision making*

*Provide timely, effective and accessible information about  
Latrobe City Council's activities*

*Strategy – Community Engagement Plan 2010-2014*

*To maintain an effective and ongoing dialogue with the community by both informing and listening.*

**4. BACKGROUND**

In 2011, Council received requests to reconvene township forums from community development associations. In response to these requests the potential options for a new town meeting format have been explored. This review investigated how the town meetings would fit with our existing strategies, in particular the Community Engagement Plan 2010-2014 which was adopted by Council in October 2010.

The key point of reference for the proposal to reconvene town meetings is the Community Engagement Plan 2010-2014, which is based on the International Association for Public Participation (IAP2) framework.

The IAP2 framework defines community engagement as: “any process that involves the community in problem-solving or decision-making and uses community input to make better decisions”.

To enable this definition, the framework uses a Spectrum of Public Participation ranging from “inform” to “empower” which clearly defines the promise being made to the public at each participation level. The level of participation utilised is based on the goals, time frames, resources and level of community concern for the decision to be made.



The reconvening of town meetings was discussed during the community consultation phase for the development of the Community Engagement Plan 2010-2014. Based on the feedback received from the community, the town meeting format was not included in the plan in favour of alternative engagement activities which could involve a broader audience and better address the feedback received. Whilst Council continues to run community meetings for specific project based engagement activities, the plan includes the implementation of different engagement opportunities which focus on Councillors and officers going out to where the community is, i.e. shopping centres, and providing alternatives to face to face and written communication, i.e. online community engagement.

## 5. **ISSUES**

The Latrobe City Council Community Engagement Plan 2010-2014 encourages increased face to face contact and broader engagement with the community. Balancing these two aims, it seems reasonable to propose a face to face Forum which is open for all community members to attend.

The objectives for the Latrobe City Community Forums may be expressed as follows:

- Provide a new face to face opportunity for the community to engage directly with Councillors on strategic, Latrobe City wide topics; and
- Provide an engagement format which enables greater levels of participation by the community with Councillors.

Dependent on the topics to be discussed, and if there is a decision which the community can influence, this engagement method will relate to the Inform and Consult levels on the IAP2 spectrum. This means that we are promising our community that:

- Inform: We will keep you informed. We will provide you with balanced and objective information to assist you in understanding the problems, alternatives, opportunities and/or solutions.
- Consult: We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision.



It is recommended that a trial of the Community Forums be undertaken in 2012 with one held in April/May and a second in August. This would allow the Forum format to be tested and feedback provided to the new Council elected in October 2012.

The following eight key elements for the Forums are proposed:

- 1 Council administered forum  
The Forums will be Council administered meaning that Latrobe City Council will undertake all administrative duties, will advertise the Forums and will coordinate the Forum agenda.

The Mayor will be the Chair of all Forums and Councillors will be present to meet with the community, discuss issues and answer questions. A majority of Councillors will be in attendance for each Forum to enable the community to engage with Councillors as a collective body. This is likely to constitute an assembly of Councillors which will require Councillors to declare any conflicts of interest and for minutes to be taken in accordance with statutory requirements.

Officers will be present at the Forum to undertake administrative tasks and to record questions taken on notice.

- 2 An open public forum which all community members can attend

All community members will be invited to attend the Forum. The Forum will be no longer than two hours long and will be held after business hours to provide an accessible time for a wide variety of people.

- 3 Extensive advertising to encourage high levels of participation

The Forums will be advertised via the following mechanisms:

- Council Noticeboard in the Latrobe Valley Express
- Council website
- Social media sites (i.e. twitter, facebook)
- Community newsletters
- Service specific newsletters (i.e. Child & Family Services;
- Latrobe Leisure)

- Posters in Latrobe City Council Service Centres and other public accessed buildings
- 4 The Forum format will be dependent on the topic to be discussed to encourage maximum participation

The format of the Forum will be determined by the topic/s to be discussed to ensure the best structure for engagement is undertaken. It is recommended that in general, a combination of a public meeting and an open house session is conducted as per the definitions within the IAP2 framework. These approaches are defined as:

Public meeting: “an organised meeting format involving a presentation and an opportunity for public questions and comments”

Open house: “an informal setting with multiple displays where participants view information on set topics at each display or station and discuss the topic with project representatives”

Prior to the advertising of any forum, the topic/s to be discussed will be selected by Councillors to allow the Community Engagement Team to design the best engagement format for the Forum.

- 5 The Forum will be hosted in an open, accessible location

It is proposed that the two pilot Forums be held at Council Headquarters, Morwell and will use the Nambur Wariga room and other public spaces within the building.

- 6 There will be a process for questions to be asked in advance and during the forum

As part of the advertising of the Forums, there will be information included regarding how to raise questions in advance of the Forum and on the night. Community members will be encouraged to ask their questions in advance as this will help to ensure that Councillors have all of the information required to provide an answer on the night.

Process for questions in advance:

Residents will be able to submit their questions online via a specific email address or in person at a Service Centre. The time frame to submit questions in advance will close 48 hours prior to the meeting time.

Process for questions on the night:

At the Forum, the Mayor will be responsible for facilitating the question and answer section. The Mayor will be responsible for answering the questions and / or identifying an appropriate Councillor to respond.

All questions asked in advance of the Forum will be responded to first, and then further questions opened up to the audience. Any community member who has provided a question in advance is able to speak to that question when it is initially raised by the Mayor.

Similar to a Council Meeting, if a response isn't able to be provided on the night the question will be taken on notice.

- 7 A feedback mechanism will be in place to provide answers to questions "taken on notice"

All questions asked during the forum will be recorded. If a question is taken on notice the question will be placed into Council's customer request system for the appropriate Officer to provide a response.

All responses to questions, including those taken on notice, will be provided to Councillors, uploaded onto Council's website and a hardcopy placed in each Service Centre.

- 8 A thorough evaluation process will be completed to measure the success of the Forums

Evaluation sheets will be provided to all attendees to complete at the end of each Forum. The following areas will be included in the evaluation sheet:

- suitability of meeting location and time
- value of the forum
- level of interest in topics covered
- opportunity to participate in discussion
- ideas for potential future topics

All questions will include a quantitative element and a qualitative element with participants invited to provide a reason behind their response.

In addition to the feedback via the evaluation sheets, the following criteria will be used by Latrobe City Council to evaluate the success of the Forums trial:

- Number of community members in attendance
- Demographic spread of community members in attendance
- Level of participation during the Forum

Following the two pilot Forums, a report will be provided to Council providing the results of the trial.

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

In order to prepare, deliver and evaluate the Latrobe City Community Forums it is expected a minimum of 7 days of officer administrative time, plus additional time to develop any required presentations, will be required for each Forum.

This resource impact will replace the delivery of activities for the Community Engagement Plan 2010-2014, namely the delivery of Action 1.8. *Trial the provision of a quarterly Council service display, offering face to face opportunity for contact, in major shopping centres in Churchill, Moe, Morwell and Traralgon, to be reviewed after a twelve month period.*

## **7. INTERNAL / EXTERNAL CONSULTATION**

*Engagement Method Used:*

A meeting was held with a number of Councillors and representatives from identified community groups from Traralgon, Moe, Morwell and Churchill on Thursday, 1 March 2012. The community groups in attendance were:

- Traralgon Community Development Association
- Traralgon Chamber of Commerce and Industry
- Committee for Moe
- Moe and District Residents Association
- Advance Morwell
- Churchill & District Community Association

The reconvening of Forums was discussed at the meeting and feedback received on the proposed format. It was proposed that Councillors meet again with the representatives from the community groups following the first Forum to evaluate the format and process.

## **8. OPTIONS**

Following the investigation into options for commencing a Latrobe City Community Forum, Council has the options to:

- Adopt the proposed Latrobe City Community Forum format and proceed with the first trial Forum in April/May 2012;

- Request further information on options for hosting a Latrobe City Community Forum; or
- Not adopt the proposed Latrobe City Community Forum format and not proceed with this communication and engagement activity.

## **9. CONCLUSION**

Following a request from Councillors, officers have investigated options for the commencement of a Latrobe City Community Forum. It is recommended that a trial of the proposed Forum format be undertaken with two Forums held; one in April/May and one in August. The proposed Forum format provides an opportunity for the community to engage with Councillors in a less formal setting regarding issues of a strategic, Latrobe City wide focus.

## **10. RECOMMENDATION**

- 1. That Council adopts the proposed Latrobe City Community Forum format and proceeds with two trial Forums to be held prior to September 2012.**
- 2. That Council meets with representatives from identified community groups from Traralgon, Moe, Morwell and Churchill after the first and second trial Forums to evaluate the format and process.**

**Moved:** Cr Gibson

**Seconded:** Cr White

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

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**11.6.2 DOCUMENTS PRESENTED FOR SIGNING AND SEALING****AUTHOR:** General Manager Governance**(ATTACHMENT - NO)****1. DECLARATION OF INTERESTS**

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

**2. DOCUMENT/S**

2010/384	<p>Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Wayne John Leviston and Joanne Leviston as the Owners of the Land described in Certificate of Title Volume 10044 Folio 155 being Lot 3 on PS 302490 situated at 85 Frasers Road, Hazelwood pursuant to Conditions 3 and 4 of Planning Permit No.2010/384 for Two Lot Plan of Subdivision No. PS 706924M issued 20/12/2011 providing that:</p> <ul style="list-style-type: none"> <li>▪ The Land will not be further subdivided as to create a smaller lot for an existing dwelling; and</li> <li>▪ The development of a dwelling on the Special Use Zone 5 component of Lot 1 is not allowed unless with the written consent of both the Department of Primary Industries and the Responsible Authority.</li> </ul>
PP 06109	<p>Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Christos Kangelaris and Christalla Kangelaris as the Owners of the Land described in Certificate of Title Volume 9014 Folio 686 being Lot 3 LP 110075 situated at 20 Alamere Drive, Traralgon pursuant to Condition 9 of Planning Permit No. 06109 for a 5-lot subdivision granted 21/06/06 and amended on 7/10/08 and 16/05/11 providing that the owner of each lot on Plan of Subdivision No. PS 608277R must install a stormwater retention tank as part of the construction of a dwelling on the lot, capable of retaining roof run-off from buildings on the site for a 5 year ARI storm event, prior to any dwelling so constructed being occupied.</p>

**3. 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 Wayne John Leviston and Joanne Leviston as the Owners of the Land described in Certificate of Title Volume 10044 Folio 155 being Lot 3 on PS 302490 situated at 85 Frasers Road, Hazelwood pursuant to Conditions 3 and 4 of Planning Permit No.2010/384 for Two Lot Plan of Subdivision No. PS 706924M issued 20/12/2011.
2. 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 Christos Kangelaris and Christalla Kangelaris as the Owners of the Land described in Certificate of Title Volume 9014 Folio 686 being Lot 3 LP 110075 situated at 20 Alamere Drive, Traralgon pursuant to Condition 9 of Planning Permit No. 06109 for a 5-lot subdivision granted 21/06/06 and amended on 7/10/08 and 16/05/11.

Cr White left the Chamber at 10.06 pm due to an indirect interest under section 78E of the Local Government Act 1989

**Moved:** Cr Lougheed  
**Seconded:** Cr Middlemiss

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

Cr White returned to the Chamber at 10.07 pm

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**11.6.3 ASSEMBLY OF COUNCILLORS**

**AUTHOR:** General Manager Governance  
**(ATTACHMENT - YES)**

**1. INTRODUCTION**

The purpose of this report is to present to Council, the Assembly of Councillors forms submitted since the Ordinary Council Meeting held 5 March 2012.

**2. DECLARATION OF INTERESTS**

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

**3. OFFICER COMMENTS**

The following Assembly of Councillors took place between 28 February 2012 and 13 March 2012:

Date:	Assembly Details / Matters Discussed:	In Attendance:	Conflicts of Interest Declared:
28 February 2012	<p>Forum for Moe - Business Breakfast</p> <p>The forum was organised as a joint venture between Latrobe City Council and Committee for Moe. Around 68 attendees were present, representing a wide variety of community groups and local businesses.</p> <p>Cr Price made a presentation to the community informing them of where the Moe Activity Centre Plan was currently up to and also discussed the Moe Rail Precinct Revitalisation Plan. Other presentations included the discussion of the Committee for Moe and Committee for Gippsland's role in furthering Moe's interests in a broader context.</p>	<p>Councillor Lisa Price, Mayor Ed Vermeulen, Councillor Sharon Gibson, Councillor Bruce Lougheed; Councillor Darrell White Peter Quigley, Damian Blackford, Shannon Davies, John Bettson, Lauren Dinsdale, Geoff Derham, Lauren Maxwell and Bill Lawler.</p>	NIL
1 March 2012	<p>Town Forums Discussion Meeting with Councillors and Community Organisation representatives</p> <p>The reconvening of town forums in Latrobe City.</p>	<p>Cr Ed Vermeulen, Cr Bruce Lougheed, Cr Darrell White, Cr Kellie O'Callaghan, Cr Lisa Price Carol Jeffs, Tom McQualter</p>	NIL
6 March 2012	<p>Local Members of Parliament briefing</p> <p>Overview of a range of issues and opportunities impacting / facing Latrobe City</p>	<p>Councillor Vermeulen (Mayor), Councillor Gibson, Councillor O'Callaghan, Councillor Harriman, Councillor White. Councillor Kam arrived 2.10pm Paul Buckley (CEO), Allison Jones, Carol Jeffs and Granley Switzer</p>	Moe Rail Precinct - Councillor Kam
13 March 2012	<p>Issues and Discussions Session</p> <p>4.3 Future Presentations</p> <p>8.1 Provision of Resources Report to Councillors</p> <p>Discussion Documents Attached</p> <p>8.5.1 Application for Natural Disaster Financial Assistance</p> <p>8.8.1 Draft Text for Inclusion in Council Plan 2012 - 2016</p>	<p>Cr White, Cr Harriman, Cr Gibson, Cr Kam, Cr Middlemiss, Cr O'Callaghan, Paul Buckley, Michael Edgar, Carol Jeffs, Allison Jones, Tom McQualter, Peter Quigley, Zemeel Saba, Grantley Switzer</p>	Cr O'Callaghan declared an indirect interest in Item 8.8.1 under Section 78B of the <i>Local Government Act</i> 1989

**4. RECOMMENDATION**

**That Council note this report.**

**Moved:** Cr Loughheed

**Seconded:** Cr Middlemiss

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

**ATTACHMENTS**

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## **Assembly of Councillors Record**

**Assembly details:** Forum for Moe - Business Breakfast

**Date:** 28 February 2012

**Time:** 7 am - 9am

**Assembly Location:** Pavillion Function Room, Ted Summerton Reserve, Moe

**In Attendance:**

**Councillors:** Councillor Lisa Price, Mayor Ed Vermeulen, Councillor Sharon Gibson, Councillor Bruce Lougheed; Councillor Darrell White

**Officer/s:** Peter Quigley, Damian Blackford, Shannon Davies, John Bettson, Lauren Dinsdale, Geoff Derham, Lauren Maxwell and Bill Lawler.

**Matter/s Discussed:**

The forum was organised as a joint venture between Latrobe City Council and Committee for Moe. Around 68 attendees were present, representing a wide variety of community groups and local businesses.

Cr Price made a presentation to the community informing them of where the Moe Activity Centre Plan was currently up to and also discussed the Moe Rail Precinct Revitalisation Plan. Other presentations included the discussion of the Committee for Moe and Committee for Gippsland's role in furthering Moe's interests in a broader context.

**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:** Shannon Davies

**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:** Town Forums Discussion Meeting with Councillors and Community Organisation representatives

**Date:** Thursday, 1 March 2012

**Time:** 10.30am - 12.00pm

**Assembly Location:** Latrobe City Council Offices

**In Attendance:**

**Councillors:** Cr Ed Vermeulen, Cr Bruce Lougheed, Cr Darrell White, Cr Kellie O'Callaghan, Cr Lisa Price

**Officer/s:** Carol Jeffs, Tom McQualter

**Matter/s Discussed:** The reconvening of town forums in Latrobe City.

**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:** Tom McQualter



**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
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**Brief Explanation:**

Some examples of an *Assembly of Councillors* will include:

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- the Council; or
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**3. Section 80A and 80B requirements (re: Conflict of Interest):**

Councillors and officers attending an Assembly of Councillors must disclose any conflict of interest.

**Section 80A(3)**

"If a Councillor attending an Assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must disclose either:

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**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 Members of Parliament briefing

**Date:** Tuesday, 6 March 2012

**Time:** 2.00 pm

**Assembly Location:** Nambur Wariga, Latrobe City Council Corporate Headquarters

**In Attendance:**

**Councillors:** Councillor Vermeulen (Mayor), Councillor Gibson, Councillor O'Callaghan, Councillor Harriman, Councillor White. Councillor Kam arrived 2.10 pm

**Officer/s:** Paul Buckley (CEO), Allison Jones, Carol Jeffs and Granley Switzer

**Matter/s Discussed:** Overview of a range of issues and opportunities impacting / facing Latrobe City

**Are the matters considered confidential under the Local Government Act:** NO

**Conflict of Interest Disclosures:** (refer 3. over page)

**Councillors:** Moe Rail Precinct - Councillor Kam

**Officer/s:** Nil

**Times that Officers / Councillors left/returned to the room:**

**Councillor Kam left the meeting at 2.36 pm and returned at 2.40 pm**

**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:

"At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:

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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;

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**Brief Explanation:**

Some examples of an *Assembly of Councillors* will include:

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- the Council; or
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**3. Section 80A and 80B requirements (re: Conflict of Interest):**

Councillors and officers attending an Assembly of Councillors must disclose any conflict of interest.

**Section 80A(3)**

"If a Councillor attending an Assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must disclose either:

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- 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:** Issues and Discussions Session

**Date:** Tuesday 13 March 2012

**Time:** 6:00 PM

**Assembly Location:** Nambur Wariga Meeting Room, Latrobe City Council Offices,  
Commercial Road, Morwell

**In Attendance:**

**Councillors:** Cr White, Cr Harriman, Cr Gibson, Cr Kam, Cr Middlemiss, Cr O'Callaghan,

**Officer/s:** Paul Buckley, Michael Edgar, Carol Jeffs, Allison Jones, Tom McQualter,  
Peter Quigley, Zemeel Saba, Grantley Switzer

**Matter/s Discussed:**

- 4.3 Future Presentations
- 8.1 Provision of Resources Report to Councillors Discussion Documents Attached
- 8.5.1 Application for Natural Disaster Financial Assistance
- 8.8.1 Draft Text for Inclusion in Council Plan 2012 - 2016

**Are the matters considered confidential under the Local Government Act: NO**

**Conflict of Interest Disclosures: (refer 3. over page)**

**Councillors:** Cr O'Callaghan declared an indirect interest in Item 8.8.1 under Section  
78B of the *Local Government Act 1989*

**Officer/s:** NIL

**Times that Officers / Councillors left/returned to the room:**

Cr O'Callaghan left the chamber at 8.55pm and returned to the chamber at 9.08pm.

**Completed by:** Courtney Aquilina

### **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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#### **3. Section 80A and 80B requirements (re: Conflict of Interest):**

Councillors and officers attending an Assembly of Councillors must disclose any conflict of interest.

##### **Section 80A(3)**

"If a Councillor attending an Assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must disclose either:

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##### **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:

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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.

**URGENT BUSINESS**

**12. URGENT BUSINESS**

**Moved:** Cr Middlemiss

**Seconded:** Cr Price

That Cr Lougheed be permitted to introduce an item of Urgent Business.

**CARRIED UNANIMOUSLY**

**Moved:** Cr Lougheed

**Seconded:** Cr Middlemiss

**That the Mayor write to Ashlee Wells to congratulate her on being one of the Goal Keepers selected for the Australian Womens Olympic Hockey squad**

**CARRIED UNANIMOUSLY**

**MEETING CLOSED  
TO THE PUBLIC**



**13.1 MEETING CLOSED TO THE PUBLIC**

**AUTHOR:** General Manager Governance  
**(ATTACHMENT – NO)**

**1. PURPOSE**

The purpose of this report is for Council to consider closing this meeting to the public to allow Council to deal with items which are of a confidential nature.

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.

**2. DECLARATION OF INTERESTS**

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

**3. RECOMMENDATION**

**That 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 following reasons:**

ITEMS		NATURE OF ITEM
15.1	ADOPTION OF MINUTES	(h) other
15.2	CONFIDENTIAL ITEMS	(h) other
15.3	ASSEMBLY OF COUNCILLORS	(h) other
		(d) contractual matters

**Moved:** Cr Gibson

**Seconded:** Cr Lougheed

**That the Recommendation be adopted.**

**CARRIED UNANIMOUSLY**

**Meeting Closed to the Public**

**The Meeting closed to the public at 10.14 pm.**

**14. TEA BREAK****Adjournment of Meeting**

The Mayor adjourned the Meeting at 10.14 pm for a tea break.

**Resumption of Meeting**

The Mayor resumed the Meeting at 10.25 pm.